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Section I - Introduction

The Municipal Land Use Law (M.L.U.L.) requires all municipalities in the State of New Jersey to prepare a Master Plan in accordance with New Jersey Statutes Annotated (N.J.S.A.) Article 3, Master Plan. Additionally, a reexamination of the Township's Master Plan and development regulations shall occur every six years to identify areas of concern, reevaluate the policies and objectives of the community's development program and recommend revisions to address changes since the previous reexamination report. Ewing Township's last Master Plan was prepared in 1993, and subsequent updates to various elements and reexamination reports have occurred since. This Master Plan, however, is being prepared in an effort to address the changing development climate in the Township through the anticipated availability and redevelopment of numerous vacant and underutilized parcels.

The Process

This Master Plan is the culmination of an extensive planning process lasting over one year. The Planning Board was actively involved in the process, holding at least eight well-advertised workshop meetings to solicit public input on the Master Plan. The Plan was enriched by participation from numerous local boards and commissions, as well as the Board of Education. Representatives from the Environmental Commission, Historic Preservation Commission and the Board of Education were present at nearly every hearing. Likewise, flyers advertising the public hearings on the Master Plan were placed in high traffic areas throughout Ewing Township, including the municipal building, as well as several fire stations and the Hollowbrook Community Center. Numerous emails were sent to county and state organizations including but not limited to the Mercer County Planning Board and the New Jersey Department of Transportation (NJDOT). The Mercer County Planning Board played an active role in the planning process and frequently provided feedback in the form of written comments. The public participation process well exceeded statutory requirements and has resulted in a superior plan for this community.

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Ewing Township contracted with the Delaware Valley Regional Planning Commission (DVRPC) to produce an Environmental Resource Inventory (ERI) and a Conservation Element. Both of these documents are integral to the Master Plan, but are only available separately.

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Section II - Statement of Goals & Objectives

The following goals and objectives have been identified to guide future growth and create a vision for the Township of Ewing. The goals and objectives are envisioned to generate a positive influence on the future direction of the Township and shape policies guiding land use decisions and development practices. Identified goals and objectives are intended to cover a broad range of policies and expectations for the future of Ewing. The individual elements of this comprehensive Master Plan will provide a careful and in depth analysis of land use issues and the furtherance of the herein stated goals and objectives. Said elements have been enriched and validated by public comment and reviewed by the Planning Board.

Goals and objectives deemed relevant and appropriate to the future of Ewing have been carried over from the 1999 Reexamination Report of the Master Plan and Land Development Ordinance and restated in this document. New goals and objectives have been introduced where appropriate. Future land use decisions should be predicated on and foster the following goals and objectives.

Community Vision

Goal: Enhance and create a sense of place that encourages economic vitality and community activity through well-designed land development that is consistent with established and planned land use patterns and preserves the community's suburban and urban landscapes alike, which make Ewing Township a unique and desirable place to both live and work.

Objectives:

Encourage the preservation of existing neighborhoods through innovative community-based programs that target all socioeconomic demographics as well as protect existing stable communities.

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Reduce auto-dependency through innovative design practices that encourage and allow for pedestrian activity where appropriate.

Consistent with recommendations in the State Development and Redevelopment Plan (SDRP) for Metropolitan (PA1) and Suburban (PA2) Planning Areas, capitalize on opportunities for redevelopment.

Encourage new development consistent with the scale of established land uses that enhances the character of existing neighborhoods and proximate land uses at densities and intensities that consider available vacant land and existing uses.

Encourage a sustainable community through the implementation of smart growth principles and efficient building practices that promote the use of "green" engineering and design technologies proven to encourage resource conservation.

Encourage the continued redevelopment of business corridors and centers including Olden Avenue, as well as key intersections such as Parkway and Olden Avenues, Pennington and Ewingville Roads, Pennington and Somerset Roads, and Pennington Road and Parkway Avenue.

Land Use

Goal: **Preserve residential neighborhoods.**

Objectives:

Minimize traffic impacts on residential streets.

Provide effective buffering of adjacent nonresidential properties.

Where development is proposed in adjacent municipalities that will impact residential communities in Ewing Township, all reasonable measures should be taken to participate in the public hearing process and minimize deleterious and

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negative impacts to Ewing Township residents and the general quality of life in Ewing Township.

Minimize the deleterious impacts of collegiate rental units on owner occupied single-family residential neighborhoods while fostering the need for rental housing opportunities for people with limited means for home ownership.

Encourage infill housing that is consistent with the scale and character of existing neighborhoods at a block level.

Goal: Increase available housing options for pre-retirement, retirement and elderly residents.

Objectives:

Encourage mixed-use, pedestrian driven activity located within close proximity to goods and services.

Maintain existing housing stock of attached single-family and multi-family units.

Through zoning and appropriate design guidelines, create opportunities for various types of active adult housing.

Goal: Maintain and rehabilitate older neighborhoods.

Objectives:

Continue to use available resources such as the Neighborhood Preservation Program, Rehabilitation Area designations and other tools to encourage rehabilitation of older neighborhoods.

Develop and continue to implement a spending plan for available money in the Affordable Housing Trust Fund.

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Continue to work with the Mercer County Housing Office to promote the availability of funding sources.

Goal: Maximize potential for expansion of the economic base to support the costs of providing municipal and educational services to Ewing residents.

Objectives:

Continue the redevelopment of the Olden Avenue Corridor through coordination of the Master Plan and the Olden Avenue Redevelopment Plan to create a unified vision for the residential community and local businesses.

Identify remaining tracts of land with potential for economic development through the use of redevelopment, planned developments and general development plans that encourage connectivity to existing neighborhoods and enhance opportunity to make Ewing a destination to live, work and play.

Continue to pursue the redevelopment of the General Motors (GM) Plant site, either through assisting GM with the transfer of the property to a developer or through redevelopment area designation. Any potential redevelopment of this site should consider Transit Oriented Design (TOD) redevelopment and center-based planning. The study undertaken by McCormick Taylor & Associates should be considered.

Continue to pursue the redevelopment of the Naval Air Warfare Center site and support the implementation of the Foreign Trade Zone on the Trenton-Mercer Airport site. The TOD study undertaken by McCormick Taylor & Associates should be considered for this area as well.

Consider the relevant findings of the Urban Land Institute's (ULI) *Mercer Crossings* study of Ewing, Trenton and Lawrence into recommendations for development and redevelopment in the Land Use Element of the Master Plan.

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Encourage economic development that supports bicycle and walk to work programs through mixed-use community design where appropriate.

Goal: **Analyze existing land use patterns and underlying zoning and make recommendations for changes where incongruous land uses directly abut one another.**

Objectives:

Review the zoning and land use patterns along State and County highways including, but not limited to, Pennington Road, particularly at key intersections where commercial activity is currently located. Where appropriate, make recommendations for new zoning regulations addressing a potential shift from residential to commercial land uses.

In accordance with SDRP policies and procedures, encourage future development to occur at appropriate locations and intensities in accordance with transportation and environmental capacities.

Discourage deviations from established land use patterns that would permit incompatible and/or conflicting land uses being developed adjacent to one another; where appropriate amend zoning to prohibit incongruous land uses.

Where appropriate, allow for low-intensity, mixed-use Smart Growth developments, such as second story residential uses together with neighborhood commercial business uses. Encourage a design that promotes a sense of community in such developments.

Review the zoning of The College of New Jersey (TCNJ) campus as it relates to expansion plans of the college. Analyze how to accommodate future college growth within the fabric of the community.

Goal: **Ensure adequate buffering of Airport facilities to existing neighborhoods and future development.**

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Objective:

Review and analyze zoning and surrounding land uses to ensure preservation and enhancement of flight hazard zones while also preserving existing vistas through the preservation of government-owned property.

Continue coordination and discussion with Mercer County to ensure that the expansion of the airport is conducted in a manner that is consistent with the goals of Ewing Township and is beneficial for the local residents and businesses.

Circulation

Goal: **Provide alternative routes for regional traffic to disperse and diffuse traffic to reduce and eliminate existing and potential congestion.**

Objectives:

Continue to support interchange and road improvements along Interstate 95 that will reduce the use of Bull Run Road, Rockleigh Drive, Ewingville Road and Federal City Road by through traffic to access existing interchanges.

Look at alternative east-west and north-south grid connections to facilitate vehicular traffic through the Township in an expeditious manner.

Work with NJDOT and Mercer County on improving railroad trestles to appropriate heights to facilitate better flow of truck traffic.

Goal: **Separate commercial/industrial traffic from single-family residential neighborhoods.**

Objectives:

Study means to divert commercial and industrial traffic from Ewingville Road.

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Divert commercial and industrial traffic from the Homecrest and Weber Park neighborhoods.

Implement Olden Avenue Redevelopment Plan through support and inclusion of applicable recommendations identified by the ULI *Mercer Crossings* study.

***Goal:* Combine circulation and land use objectives wherever possible.**

Objectives:

Pursue the extension of Scotch Road to Silvia Street through redevelopment of the GM site that provides multiple access points to and through the site. Doing so will help to reduce the traffic impact of said redevelopment project.

Implement a network of pathways for bicycle and pedestrian use through open space preservation in new planned developments, existing abandoned rail rights-of-way (ROWs) and other property.

Reduce the impact of roadway design on existing land uses and the ability to attract a more diverse business mix. Specifically, look at Olden Avenue ROW and create a roadway design that is aesthetically pleasing and invites investment opportunity through a more welcoming and functional design as a commercial district rather than a highway.

Expand the network of pathways through Township acquisition or jurisdiction over stream corridors, flood plains, unused ROW, etc.

Ensure that any redevelopment efforts in the West Trenton area are inextricably linked to and consider pedestrian, vehicular, bicycle and mass transit circulation patterns.

Goal: Provide for the safe and efficient circulation of people and goods by capitalizing on Ewing Township's excellent regional highway access and multi-modal transportation system.

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Objectives:

Improve on Ewing Township's existing transit systems to develop an enhanced multi-modal system capitalizing on intra-municipal transit.

Continue monitoring the five (5) interchanges that provide access to and from Interstate 95 to determine the need for necessary improvements and upgrades.

In conjunction with TCNJ, promote the implementation of additional bus or shuttle service as a transportation alternative for students and residents desirous of accessing the commercial uses along Olden Avenue.

Create an enhanced multi-modal system and encourage businesses to implement ridesharing programs aimed at lessening dependence on single passenger automobile occupancy.

Examine and pursue the potential of expansion/relocation of the West Trenton Train Station, specifically addressing the availability of parking at the existing station.

Consider metered parking in areas served by mass transit.

Goal: Designate and encourage the development of meaningful pedestrian corridors and bikeways linking Township, County and State recreational and community facilities within Ewing and surrounding municipalities.

Objectives:

Create a sidewalk construction fund that requires a contribution in lieu of construction for applicants seeking waiver relief from the Ordinance's sidewalk requirements.

Link public facilities, including but not limited to, the Delaware & Raritan (D&R) Canal, TCNJ, state facilities and municipal or county lands, by an established

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greenway network. Said greenway network should also take advantage of the Scenic Highway program along Route 29 and the abandoned Route 31 ROW

Housing

Goal: Establish a sustainable rehabilitation program.

Objectives:

Utilize the Affordable Housing Trust Fund established in 2001, as well as the funding programs available through the Mercer County Housing Office, as a source of funding for housing rehabilitation.

Provide a user-friendly administrative mechanism for providing matching funds for rehabilitation projects. Document all units qualified for credit pursuant to Council on Affordable Housing (COAH) regulations.

Goal: Provide additional affordable housing options for low- and moderate-income households.

Objectives:

Encourage the construction of single-family units on vacant lots within existing neighborhoods. Use value of Township foreclosed lots as a subsidy to keep costs affordable to low- or moderate-income households.

Adopt a growth share ordinance implementing the COAH Third Round rules.

The adopted growth share ordinance shall establish adequate provisions to allow developers to construct their calculated fair share obligation of affordable housing within the Township, and shall discourage payments in lieu of providing affordable housing within a proposed residential development.

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Goal: Maintain and encourage diversity in the type and character of available housing to promote opportunities for varied residential communities.

Objectives:

Provide housing opportunities for all groups, family sizes and income levels.

Where appropriate, allow for second story residential apartments in mixed-use buildings.

Encourage clustering housing options in appropriately zoned locations and at reasonable densities in order to conserve energy and open space and make use of available infrastructure.

Encourage all neighborhoods, existing and proposed, to embrace an active street tree planting and maintenance program.

Encourage the development of creative senior citizen housing options to accommodate an aging population. Amend the zoning ordinance where appropriate to permit by right a variety of senior citizen housing options, including active adult housing.

Goal: Continue to provide affordable housing in accordance with the COAH Third Round obligation.

Objectives:

Adopt a growth share ordinance implementing the new regulations issued by COAH in December of 2004.

Proactively seek substantive certification of a new Housing Element and Fair Share Plan prior to the expiration of the current certification in 2007.

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Historic Preservation

Goal: Preservation of properties of historic significance to the Township.

Objectives:

Map properties deemed historically significant by the Township's Historic Preservation Commission as well as those properties on the State and National Historic Registers.

Designate historic districts and landmarks with assistance of the Historic Preservation Advisory Commission and explicit approval of all affected property owners.

Enhance protection of historic properties from demolition through regulatory control.

Incorporate the Ewing Township Historical Preservation Commission's recommended list of Landmarks and Historically Significant sites in the Historic Preservation Element of the Master Plan.

In the Historic Element of the Master Plan, refer to specific standards in the Ewing Township Code for the designation of a historic property.

Community Facilities

Goal: Ensure that the existing and future needs for all community facilities are met.

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Objectives:

Develop a Capital Improvement Plan that identifies and prioritizes needed improvements to Township roads, utilities, buildings, grounds (including parks) and public works.

Where appropriate and fiscally responsible, locate Township facilities adjacent to parkland and open space.

Goal: Coordination of land use decisions with educational needs and costs.

Objectives:

Coordinate zoning decisions with the Ewing Board of Education facility planning to minimize fiscal and functional impacts of development on the Township's school system.

Participate in school facility planning to encourage community based school design and program/facility sharing.

Goal: Provide for a range of quality public services such as schools, libraries, recreational facilities and public safety/emergency services that ensure services are available to accommodate existing and future populations.

Objectives:

Adapt for changing program needs and provide adequate community facilities for all age groups and demographic sectors including facilities such as skate parks, pocket parks and other passive recreational opportunities, science, biological and educational trails, etc. and senior citizen community centers.

To accommodate a growing population, acquire additional recreation and open space areas through private development and public funding sources.

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Conservation & Open Space

Goal: **Identify and protect environmentally sensitive lands.**

Objectives:

Continue to support and promote the Geographic Information Services (GIS) based Natural Resource Inventory established in the Conservation Element

Utilize New Jersey Department of Environmental Protection (NJDEP) to field check Known Contaminated Sites and quantify recommendations for remediation using Phase 1 studies funded under Hazardous Discharge Site Remediation Fund grants offered through the Site Remediation and Waste Management Program.

Goal: **Preserve and enhance areas of open space with emphasis on linkages to create greenways.**

Objectives:

Provide for and map greenways along stream corridors, existing parks, dedicated open space in private development, etc.

Identify and map environmentally constrained lands for preservation using Green Acres Recreation and Open Spaces Inventory (ROSI) funding or open space dedication by private developers.

Look at large tracts of publicly owned land to create conservation zones that are sensitive to flood plain and wetland issues and preserve and enhance existing vistas and agricultural production facilities.

Acquire property, where financially feasible and appropriate, along the flood plain of the Shabakunk Creek.

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Encourage the use, upkeep and possible expansion of the Ewing-Lawrence Greenway Loop.

Goal: **Coordinate flood mitigation with flood plain and wetlands protection.**

Objectives:

Use measures from the Township's pending Flood Reduction Plan and the Flood Hazard Mitigation Plan to enhance and expand flood plains along the Township's main stream corridors.

Utilities

Goal: **Maximize and upgrade the use of existing utility systems.**

Objectives:

Continue to upgrade aging infrastructure.

Review capacity of existing systems including water, sewer, gas and electric to accommodate future development and redevelopment.

Upgrade existing infrastructure including retention/detention basins and underground systems in the older, established areas of town and reduce the amount of outfalls releasing directly into stream or river networks.

Goal: **Continue to support effective stormwater management practices.**

Objectives:

Create a regional partnership with Lawrence Township and Trenton City to create a regional retention/detention basin at the confluence of the West Branch

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and Main Branch of the Shabakunk to promote the inherent benefit to downstream communities and the Assumpink Creek.

Continue the enhanced maintenance of the Ewing golf range detention facility.

Prepare new stormwater management ordinances pursuant to NJDEP rules, regulations and standards.

Continue to implement flood hazard mitigation along the Shabakunk Creek.

Goal: Implement and support existing and future initiatives that promote recycling activities for all land uses within the Township.

Objectives:

Continue to require all multi-family and non-residential land uses implement a recycling program as required by the goals of the NJDEP New Jersey Statewide Solid Waste Management Plan of 2006.

Section III - Land Use Element

Introduction

The Land Use Plan Element functions as a critical component to assist in achieving the goals and objectives established by the Township's Master Plan. The Township occupies approximately 15.5 square miles (9,920 acres) of area in the northwest section of Mercer County. Ewing's proximity to the cities of Trenton and Philadelphia, Interstates 95, 195 and 295 as well as numerous railroad facilities makes for an ideal position that effectively accommodates both residential and non-residential land uses. See Figure 1.0, *Base Map* for a local and regional illustration of Ewing Township.

The Township's population in 2000 was 35,707 according to the US Census, representing only a 2.4% increase since 1980. While currently increasing at a slower rate compared to the decades prior to 1980, the population continues to grow steadily. The DVRPC forecasts that the population will reach 38,717 by the year 2025, a projected increase of 3,010 from the year 2000. DVRPC originally forecasted Ewing's population to reach 39,020, a projected increase of 3,313 people, from the year 2000. However, the Township challenged this original forecast through the Mercer County Cross Acceptance process and the projection for 2025 was reduced by 303 people.

The Township experienced consistent levels of development through the 1990's, but at a slower rate than occurred in previous years. In the last five years, the Township has seen an increase in office park and light industrial development along its outer core, adjacent to the Interstate 95 corridor and more recently multi-family residential subdivisions dispersed throughout the community. Single-family residential development has occurred on a predominately infill basis through the minor subdivision process.

To ensure future growth occurs in a manner that enhances the visual and physical environment, as well as the economic health of the community, it is imperative that the Township comprehends its existing land uses and has an awareness of areas in need of specific attention. This will be especially useful as

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vacant and underutilized parcels are targeted for development and redevelopment, the results of which will impact surrounding areas and circulation.

The State of New Jersey and Mercer County have established a number of institutions in Ewing Township, with TCNJ being a nationally recognized institution of higher learning. The Trenton Psychiatric Hospital (R-2 District), the Marie Katzenbach School for the Deaf (R-2 District), the State Department of Transportation complex (PRO District), the New Jersey Department of Human Services Regional School (R-2 District, formerly called New Jersey School for Girls), as well as the Jones Farm State Correction Institution (OP-1 and C Districts; 256.8 acres) and Knight (Hog) Farm (C District; 330.4 acres), that are currently deed-restricted by the State of New Jersey, are examples of substantial lands owned by the State of New Jersey.

Another sizable property that will impact the future of Ewing Township is the 109-acre Atchley Tract (OP-2 and IP-1 Districts), located in the I-95 corridor between Pennington Road and Lower Ferry Road. General Development Plan (GDP) approval has been granted for the construction of approximately 1.2 million square feet of office space on the Atchley Tract.

Additionally, the Naval Air Warfare Center (IP-1 District; approximately 30 acres), which was previously operated by the federal government and completely phased out of use four years ago, is today a vital tract of publicly owned land progressing toward redevelopment. This site, together with the redevelopment of the vacant GM site (IP-1 District; approximately 80 acres), will play a significant role in shaping the future of West Trenton and Ewing Township as a whole.

The Trenton-Mercer Airport, designated a Foreign-Trade Zone (FTZ) by the Federal Government, has become a major carrier of commercial and passenger airline services that the County continues to expand upon. An FTZ is a designated geographical area located within the United States (US), in or near a customs port of entry, but considered to be outside US Customs territory. Merchandise brought into a zone is not subject to duty payment until entered

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into US commerce. In recent years, major corporations, including Merck and Pfizer, have taken advantage of the incentives offered by the airport and established offices/distribution centers with direct access to airport facilities. Additionally, Corporate Aviations Hangers of TNN, LLC and Air Frame Hangers have recently completed several expansions of the airplane and cargo storage capacity at the airport. The interest in additional commercial expansion and corporate investment in the airport is indicative of the development that has begun to occur in this area of the Township within the last five years.

All of the above-mentioned parcels have the ability to be a catalyst project which can spur a major development initiative in the Township. Refer to Figure 2.0, *State-Owned Parcels & Significant Private Development* for the location of the above referenced sites. This land use plan element will be used to provide Township Officials with a means of obtaining appropriate future development in a manner that promotes the health, safety and welfare of the Township's residents while stimulating its fiscal resources.

Changes since 1999 Master Plan Reexamination Report

Since the adoption of the Reexamination Report and Master Plan Update in 1999, significant changes have occurred in the Township. These changes consist of the initial stages of the revitalization and redevelopment of Olden Avenue; the approval of a GDP to permit the development of 1.2 million square feet of office space; the rezoning of certain State-owned property to a Zoning District deemed appropriate by the Township; increased development activity adjacent to the Trenton-Mercer Airport; a redevelopment study performed by the ULI for the area surrounding the Ewing-Trenton-Lawrenceville borders; and a comprehensive study authored by McCormick Taylor, commonly known as the *West Trenton Transit Oriented Development Neighborhood Planning Study*.

These incidents/projects provide a platform for which development will occur and shape the Township for future generations. For Ewing to continue to flourish, the Township needs to be aware of what has occurred in the past and make provisions to ensure that future development and redevelopment benefits

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the entire Township and the residents and businesses surrounding areas of development.

This Master Plan is the result of a thorough review of the issues the Township is currently confronting and can expect to face in the future. The Master Plan will allow for a prioritization of activities that need to be addressed in subsequent ordinance amendments to ensure orderly development. The goals and objectives found in Section 2, and associated land use element recommendations, provide a careful guide that will help the Township achieve a framework from which to base decisions on when land is developed and redeveloped.

Zoning Regulations

Approximately 75% of the buildable land in Ewing Township has been developed with a mix of residential, commercial, agricultural and industrial uses. The zoning districts identified in Section 15-9 of the Ewing Township Land Development Ordinance are established to guide and regulate the development and redevelopment of Ewing Township in accordance with the most current provisions of this Master Plan. The following is a general overview of the permitted uses and development standards for each zoning district and should be used only for reference purposes. For a complete analysis of each zoning district's development regulations, refer to the appropriate section of the Ewing Township Land Development Ordinance. Additionally, Figure 3.0, *Zoning Map*, provides the location of each zoning district in relation to the Township.

R-1 RESIDENTIAL DISTRICT – SINGLE FAMILY DETACHED

Permitted uses in this district include single-family detached dwellings; farms and agricultural uses; golf courses; public parks, playgrounds and conservation areas; public safety facilities; and cemeteries. All permitted uses include appropriate accessory structures identified through the ordinance. Conditional uses in the district include houses of worship; public and private schools; cluster development; group homes; accessory apartments; and home professional offices/home occupations. Minimum lot size is 18,750 square feet; minimum lot width is 125 feet; and maximum building coverage is 15%.

R-2 RESIDENTIAL DISTRICT – SINGLE FAMILY DETACHED

Permitted uses in this district include single-family detached dwellings; public parks, playgrounds and conservation areas; public safety facilities; and cemeteries. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include houses of worship; public and private schools; cluster development; group homes; accessory apartments; and home professional offices/home occupations. Minimum lot area is 10,000 square feet; minimum lot width is 80 feet; and maximum building coverage is 20%.

R-3 RESIDENTIAL DISTRICT – SINGLE FAMILY DETACHED

Permitted uses in this district include single-family detached dwellings; public parks, playgrounds and conservation areas; and public safety facilities. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include houses of worship; public and private schools; cluster development; group homes; accessory apartments; and home professional offices/home occupations. Minimum lot area is 7,500 square feet; minimum lot width is 75 feet; and maximum building coverage is 25%.

RM RESIDENTIAL – MULTIFAMILY DISTRICT

Permitted uses in this district include garden apartments, or apartments regulated by a condominium regime and homeowners association, or rental units. Appropriate accessory structures serving the primary uses are identified through the ordinance. No conditional uses are permitted in the district. Minimum lot area is 217,800 square feet (five acres); minimum lot width is 300 feet; and maximum building coverage is 15%.

RME – RESIDENTIAL MULTIFAMILY ELEVATOR DISTRICT

Permitted uses in this district include apartments in elevator buildings regulated by a condominium association, or rental units. Appropriate accessory building and uses permitted include active and passive recreation areas; off-street parking facilities; management offices within a separate building or separate clubhouse building; signs fences, walls and hedges; a clubhouse to serve the management and recreational needs of the development; and other uses customarily incidental

to the permitted principal use. No conditional uses are permitted in the district. Minimum lot area is 10 acres; minimum lot width is 300 feet; minimum lot depth is 500 feet; maximum gross density is 13.5 dwelling units per acre; maximum building coverage is 18%; maximum lot coverage is 50%; and minimum open space is 50%.

R-TH RESIDENTIAL – MULTIFAMILY TOWNHOUSE DISTRICT

Permitted uses in this district include townhouses and single-family detached dwellings in accordance to the R-1 district provisions. Appropriate accessory structures serving the primary uses are identified through the ordinance. No conditional uses are permitted in the district. Minimum lot area is 653,400 square feet (fifteen acres); minimum lot width is 500 feet; maximum gross density is seven (7) dwelling units per acre; and maximum building coverage is 15%.

B-N NEIGHBORHOOD BUSINESS ZONE

Permitted uses in this district include all permitted uses within the R-3 Zone District; bakery and bakery goods store; bank; barber and beauty shop; book, stationery and gift store; candy store and/or fountain; child care center; clothes cleaning agency, pressing or repairing establishment; custom dressmaking, millinery and tailoring; clothing (new) and dry goods store; dancing studio; delicatessen store; dress shop; drug store; existing gasoline service station; florist; hardware store; household appliance store; ice cream store; interior decorating business; jewelry store; laundry agency or self-service laundry; library; notion and variety store; offices, business and professional; paint and wallpaper store; package liquor store; photographer's studio, photo supplies; printing shop; private club or fraternal organization; private school operated as a commercial enterprise; repair or service shops for household or personal goods; radio and television stores; shoe repair shop; studio, artist's; tailor shop; upholstery shop and furniture refinishing; and a combination of two or more compatible uses permitted within one unit. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include restaurant, bar or other similar establishment serving food or beverages and which occupies a separate structure and is not an integral part of a principal permitted use; neighborhood shopping centers. Minimum lot area is 5,000

square feet; minimum lot width is 50 feet; and no single use shall exceed 2,400 square feet in gross floor area.

B-H HIGHWAY BUSINESS ZONE

Permitted uses in this district include art gallery; automobile showroom, new vehicles; automobile parts store; automobile mechanical repair shop; automobile upholstery shop; automobile parking lot for passenger vehicles; awning or canvas store; bakery and bakery goods store; bank; barber and beauty shop; beverages, retail or wholesale distribution of; bicycle sales, rental or repair; book, stationery and gift store; blueprinting establishment; bowling alley; business college; cabinet and woodworking shop; candy store and/or fountain; catering establishment; child care center; cleaning and dyeing plant for clothes, rugs and curtains; clothing (new) and dry goods store; dancing studio; delicatessen store; department store; dress shop; drug store; equipment rental and sales; electrical shop or contractor; exhibition building; florist; frozen food locker; fruit and vegetable store; funeral home; furniture store; grocery store and meat market; garden supply center; hospital; hardware store; household appliance store; ice cream store; interior decorating business; jewelry store; laboratory serving medical and dental requirements; laundry agency or self-service laundry; lodge hall; motel; music conservatory or music instruction; nursing home; nursery, flower or plant; offices, business and professional; office furniture, appliance and supply business; paint and wallpaper store; parcel delivery station; pet shop, sales only; photographer's studio, photo supplies; plumbing and heating sales; printing, lithography, publishing and photostatting establishments; private club or fraternal organization; private school operated as a commercial enterprise; radio and television stores; repair or service shops for household or personal goods; second hand goods, sale of; shoe repair shop; sign shop; studio, artist's; tailor shop; taxidermist; theatre, not including drive-in; tire shop; trade school; upholstery shop and furniture refinishing; wholesale stores and distributors in a completely enclosed building; combination of two or more compatible uses permitted within one unit; existing gasoline service stations; and neighborhood shopping centers. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include restaurant, bar or other similar establishment serving food or beverages and which occupies a separate structure and is not an integral part of a principal

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permitted use; commercial shopping centers; and cellular telecommunications facilities. Minimum lot area is 20,000 square feet; minimum lot width is 100 feet; and maximum impervious surface lot coverage of 75%.

PRO – PROFESSIONAL, RESEARCH, OFFICE ZONE

Permitted uses in this district include laboratory serving medical requirements; museum, library and other cultural facilities of a similar nature; offices for administrative, executive, professional sales or other uses which do not involve the actual storage, exchange or delivery of merchandise on the premises; offices buildings for physicians, dentists, lawyers, ministers of religion, engineers, architects, etc.; radio or television broadcasting stations, studios, or auditoriums, etc. exclusive of broadcasting towers and antennas; scientific research laboratory; existing gasoline service stations; and child care centers. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include cellular telecommunications facilities. Minimum lot area is 20,000 square feet; minimum lot width is 100 feet; and maximum building coverage is 35%.

OP-1 OFFICE PARK ZONE

Permitted uses in this district include office facilities occupied by a single company or affiliated company member; structures and uses devoted to research, experimentation or engineering; child care centers; and planned developments. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include cellular telecommunications facilities. Minimum lot area is 871,200 square feet (twenty acres); minimum lot width is 500 feet; and maximum building coverage is 13% for one-story buildings and 6.5% for two-story buildings.

OP-2 OFFICE PARK ZONE

Permitted uses in this district include office buildings for corporate groups, executive, administrative, educational or professional services; structures and uses devoted to research, experimentation or engineering; child care centers; and affordable housing planned residential development. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include cellular telecommunications facilities.

Minimum lot area is 217,800 square feet (five acres); minimum lot width is 300 feet; and maximum impervious surface lot coverage of 35%.

OP-3 OFFICE PARK ZONE

Permitted uses in this district include office buildings for corporate groups, executive, administrative, educational or professional services; structures and uses devoted to research, experimentation or engineering; radio or television broadcasting stations, including studios and auditoriums, exclusive of broadcasting towers and antennas; and child care centers. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include radio, television or cellular telecommunications facilities. Minimum lot area is 30,000 square feet; minimum lot width is 150 feet; and maximum impervious surface lot coverage of 60%.

IP-1 – INDUSTRIAL PARK 1 ZONE

Permitted uses in this district include manufacturing, processing, producing, fabricating or warehousing operations; structures and uses devoted to research, experimentation or engineering; office buildings for corporate groups for executive accounting and/or administrative purposes; radio or television broadcasting stations, including studios and auditoriums, exclusive of broadcasting towers and antennas; hospital for small animals (dogs, cats, and the like) including kennels; farm uses such as: agricultural, horticultural, harvesting, processing, freezing, etc.; combinations of two (2) or more compatible uses permitted within one (1) unit; public safety facilities; child care centers; and Planned Developments. Appropriate accessory structures serving the primary uses are identified through the ordinance. Conditional uses in the district include restaurant, bar or other similar establishment serving food or beverages and that occupy a separate structure and are not an integral part of a principal permitted use; commercial shopping centers; and cellular telecommunications facilities. Minimum lot area is 130,680 square feet (three acres); minimum lot width is 250 feet; and maximum building coverage is 35%.

IP-2 – INDUSTRIAL PARK 2 ZONE

Permitted uses in this district include manufacturing, processing, producing, fabricating or warehousing operations; all uses permitted in the Office Park Zone

District; radio or television broadcasting stations, including studios and auditoriums, exclusive of broadcasting towers and antennas; hospital for small animals (dogs, cats, and the like) including kennels; farm uses such as: agricultural, horticultural, harvesting, processing, freezing, etc.; combinations of two (2) or more compatible uses permitted within one (1) unit; public safety facilities; and child care centers. Appropriate accessory structures serving the primary uses are identified through the Ordinance. Conditional uses in the district include restaurant, bar or other similar establishment serving food or beverages and which occupy a separate structure and is not an integral part of a principal permitted use; and cellular telecommunications facilities. Minimum lot area is 15,000 square feet; minimum lot width is 100 feet; and maximum building coverage is 50%.

IP-3 – INDUSTRIAL PARK 3 ZONE

Permitted uses in this district include manufacturing, processing, producing, fabricating or warehousing operations; structures and uses devoted to research, experimentation or engineering; offices and warehouses; public safety facilities; existing residential uses; and child care centers. Appropriate accessory structures serving the primary uses are identified through the ordinance.

Conditional uses in the district include restaurant, bar or other similar establishment serving food or beverages and which occupy a separate structure and is not an integral part of a principal permitted use; and cellular telecommunications facilities. Minimum lot area is 4,000 square feet; minimum lot width is 40 feet; and maximum building coverage is 50%.

C - CONSERVATION

Permitted uses in this district include public, agricultural and recreational uses and structures owned and operated by the government. Accessory structures customarily incidental to the permitted use are only permitted. No conditional uses are permitted. Minimum lot area is 15,000 square feet; minimum lot width is 100 feet; and maximum building coverage is 50%.

In addition to the Euclidian style zoning districts identified above, the Township also makes available Planned Developments for use on larger sites. The Planned Development method allows for a greater variety and mix of land uses, greater

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quantities of open-space and multi-modal circulation that integrate the surrounding areas, all pursuant to a coordinated plan.

Existing Land Use

Ewing Township consists of a mix of uses including residential, commercial, industrial, agriculture, parks and recreation, open space, public and quasi-public and vacant uses. A graphic representation of the Township's current land use is presented in Figure 4.0, *Existing Land Use*. Approximately 75% of the Township's land is currently developed, with the remainder being undeveloped or utilized as agricultural land. The total acreage devoted to each use, and the percentage of each use, is depicted in Table 1.0.

Table 1.0
Land Use Classifications

Property Class	Acres	Percentage
Vacant Land	511	6%
Residential	3,029	35%
Farm Regular	118	1%
Commercial	1,174	14%
Industrial	226	3%
Apartment	181	2%
Public School Property	132	2%
Other School Property	342	4%
Public Property	2,621	30%
Religious & Charitable Property	236	3%
Other Exempt	77	1%
TOTAL	8,647*	100%

*Excludes Public Rights-of-Way

The land use analysis performed as part of the January 2005 Environmental Resource Inventory - prepared by the DVRPC - identifies a total Township land area of 9,960 acres. The land use analysis performed as part of the DVRPC study includes additional acreage devoted to street ROW, while the total land use area

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included as part of this Master Plan excludes street ROW. While acreage totals between the DVRPC study and this Master Plan differ, the land use categories used to classify existing property uses are consistent between each study.

Four predominantly north-south bands of land area with distinct development patterns are evident in Ewing Township. These bands are described below and portrayed graphically using aerial photography in Figure 6.0, *Land Use Bands*.

Band 1

Along the westernmost section of Ewing, between the Hopewell Township municipal border and the Interstate 95 corridor, the development pattern is primarily low-density single-family residential, outdoor recreation and open space. This band is distinguished by a predominance of wooded areas and open space, including Banchoff Park, and the Mountain View Golf Course. Jacob's Creek separates Ewing from Hopewell to the north and east and the Delaware River provides separation from the State of Pennsylvania to the south. Land uses in this band are established and future development is limited.

Band 2

Located east, between the Interstate 95 corridor and the Lower Ferry Road corridor, is an area developed predominantly with non-residential uses, with the exception of the West Trenton Village and limited residential uses adjacent to Lower Ferry Road. This band features the Township's strongest presence of office and industrial parks, *Educational-Governmental-Institutional* (EGI) uses, the Trenton-Mercer Airport, the West Trenton Train Station and an abundance of strategically located State and privately owned agricultural land, as well as oversized parcels that have recently been abandoned.

This band contains a significant amount of developable land including the United States Naval Air Warfare Center, the GM plant site (both of which are no longer in use), as well as the Atchley Tract.

The Township needs to presume that this area, due to its location and redevelopment opportunities, will be the recipient of intense future development. The Township must continue to proactively address the possible

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exchange of the large, State-owned land holdings to private entities due to de-institutionalization through budget cuts and reorganization.

Band 3

This represents the largest area of residential development and encompasses almost the entire eastern half of the Township. This band's eastern edge runs in a north-south direction from Ewing's shared municipal border with Lawrence Township in the area of the Antheil Elementary School; heads south through Ewingville Road; and continues along Prospect Street to the border with the City of Trenton. Band 3 is separated from Band 2 at the eastern extent of Lower Ferry Road. The western portion of North Olden Avenue's primary commercial corridor within Band 3 contains significant potential for redevelopment.

Band 4

Along the western edge of Ewing's border with Lawrence Township and the City of Trenton is an area mainly inclusive of commercial and industrial uses. This area includes the portion of the Township from Eggerts Crossing Road to the north, to the southern most border between Ewing and the City of Trenton. The northern area along the now abandoned New Jersey and Pennsylvania Railroad right-of-way includes an abundance of open space that acts as a buffer for the Shabakunk Creek. The southern section of Band 4 contains the eastern portion of the North Olden Avenue commercial corridor and is included in the ULI 2004 study entitled *"Mercer County, New Jersey: A Strategy for Redevelopment"* - referred to as "Mercer Crossings" due to the confluence of Ewing, Trenton and Lawrence. This corridor is currently in the initial stage of a revitalization effort that the Township must continue to encourage and promote.

The largest portion of Ewing's land is residentially developed and includes 35% (3,029 acres) of the Township's land area. Generally, the low-density residential (R-1 and R-2 Zones) uses occur throughout Band 3 (including Ewingville and Eldridge Park), surrounding TCNJ, and Band 1 in the western sections of the Township (including Mountain View, West Trenton, and Scudder Falls). Medium-density residential (R-2, R-3 and RM Zones) uses predominate in the areas north and south of Parkway and Olden Avenues, located in the southern

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portion of Band 3 and Band 2 in the area of Lower Ferry Road and Scotch Road, as well as within a section of West Trenton.

The community's most intense development is located in the south and southeast section of Ewing, adjacent to the City of Trenton. This area comprises the southeast section of Band 3 and all of Band 4 and consists primarily of the area found within the Olden Avenue Redevelopment Plan, as well as the ULI study area. This *core* sector of the Township consists of the older subdivisions of Homecrest, Prospect Park, Glendale, Prospect Heights and Weber Park. This corridor contains the main commercial and retail sales and service base, located along Parkway and Olden Avenues, east of Scotch Road, as well as a number of industrial uses dispersed throughout the eastern section of the area. Parkway Avenue acts as the Township's primary east-west connector to the City of Trenton, and includes the NJDOT complex, which is one of the Township's largest employers.

Located within the west-central section of the Township, in Band 2, is the Trenton-Mercer Airport. This area includes the majority of Ewing's office and industrial uses which benefit from the proximity to the airport, Interstate 95, and the Delaware and Raritan Railroad. The 109-acre Atchley Tract, which has received GDP approval to construct approximately 1.2 million square feet of office space, is located along the eastern edge of this area. Substantially sized private tracts of land in this area include the New Jersey Manufacturers Insurance Company (NJM), the Villa Victoria Academy and the vacant land previously occupied by the 85-acre GM plant.

In addition to the anticipated development of the Atchley Tract, several publicly owned facilities are also located in this region. These facilities include the previously identified State facilities of the Knight (Hog) Farm, the Jones Farm, the Trenton Psychiatric Hospital and the Marie Katzenbach New Jersey School for the Deaf, as well as the United States Naval Air Warfare Center. As the State continues to de-institutionalize facilities through budget cuts and program reorganization, the Township needs to ensure that the development permitted to occur on these properties is consistent with the goals of this Plan. While the Atchley Tract and the Jones Farm are zoned OP-2 and OP-1/C, respectively,

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much of the land held by the State is currently zoned R-1 and R-2. The Township will need to determine the most appropriate designation for these sites.

Open space, outdoor recreation, agricultural and preserved land uses are found throughout the community. Two of the Township's major agricultural productions are owned and operated by the State of New Jersey. One of these locations, the Knight (Hog) Farm, has been deed-restricted by the State and rezoned to the Conservation District by the Township to prohibit future development from occurring on the property. The Jones Farm is currently split-zoned between OP-1 and C. The Township will need to address the growing pressure to redevelop agricultural lands like the Jones Farm to preserve the rural character of these areas.

The Township Council recently rezoned the Marie Katzenbach School for the Deaf from the R-2 District to the OP-2 District and the Knight Farm from the R-1 and R-2 Districts to the C District to prohibit single-family dwellings and ensure the appropriate future development of these sites. Additional recommendations such as these to address the possible transfer of ownership of these state-owned properties are addressed in the Future Land Use Plan below.

State Highways

To ensure safe and efficient traffic flow along State highways, Ewing Township must assure that all requests to create modify or renovate access to land parcels adjacent to State highways conform to the standards established through the NJDOT, *State Highway Access Management Code* (SHAMC). The NJDOT has established Access Level (AL) standards from one through six – with one being the most restrictive – based on roadway classification; rural or urban area classification; number of lanes; speed limit; and highway configuration for all State highways. Access Level Diagrams, included in the Appendix of the SHAMC, illustrate in detail the location standards and access configuration permitted along each highway classification. The following is an overview of the access level classifications established by the NJDOT:

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- AL 1 - fully controlled access. This level prohibits access to interstates, toll roads, freeways and limited access highways, except at grade-separated interchanges.
- AL 2 - access from a site is permitted via an existing or proposed local street or grade-separated interchange that currently intersects a State highway.
- AL 3 - right-turn access is permitted to and from an access point and left-turn access is permitted only via a signalized jughandle.
- AL 4 - right-turn access is permitted to and from an access point, left-turn ingress is permitted via a left-turn lane and left-turn egress is permitted via an access point. Dependent upon NJDOT location standards and traffic volumes, intersection signalization may be required.
- AL 5 - access is permitted to and from an access point. Dependent upon traffic volumes, left-turn lanes may not be required and intersection signalization may not be required for the installation of a left-turn lane.
- AL 6 - access is permitted to and from a State highway and to and from an access point, provided there is an edge clearance of 12 feet, the access point is at least 24 feet from the nearest access point, suitable sight lines exist and the access does not otherwise create a dangerous condition. Frontage roads and services roads running parallel to and providing access to and from parcels and State highways are included in the classification.

There are three New Jersey State Highways located within Ewing Township: State Route 29; State Route 31; and State Route 175. A land use and zoning analysis was performed for each of these three roadways to obtain an inventory of current land uses and permitted uses. Through this inventory and coordination with NJDOT, the Township can ensure that existing development and future development potential conforms to the standards of the *New Jersey State Development and Redevelopment Plan* and the *New Jersey State Highway Access Management Code*.

State Route 29

The four-mile portion of State Route 29 located in Ewing runs parallel to the D&R Canal. The two-mile southern portion of State Route 29 travels from the

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City of Trenton border to the D&R Canal. This southern portion of State Route 29 is designated an Access Level 1 and is classified as a four-lane, divided urban freeway with fully controlled access. Existing zoning categories assigned to parcels along this portion of the corridor are R-1, R-TH, RM, PRO and BN. Due to access management constraints, no development is currently permitted along this section of the roadway and the Township will continue to adhere to these requirements in the future.

The area of State Route 29 located on the north side of River Road, between Wilburtha Road and Country Lane requires further examination. This area contains the PRO District and is bordered by the R-1 District to the west and the R-M District to the north and east. To the south, the PRO District fronts on River Road but is separated from the road along much of its length by the BN District.

The PRO District is comprised of two wooded parcels of land known as Block 419, Lots 16 and 41 on the Township's Tax Maps and contains approximately 7.5 acres. The district is undeveloped except for an advertising billboard located in the southwest corner of Lot 16. The site contains no steep slopes or freshwater wetlands, but is within the 100-year floodplain of the Delaware River and as such would be required to conform to the Federal Emergency Management Agency (FEMA), National Flood Insurance Program's (NFIP) building regulations. The zone has remained undeveloped for many years and the Township should examine the possibility of permitting a use consistent with the surrounding neighborhood.

The surrounding neighborhood is comprised of a mix of single-family, townhouses and apartment dwellings that were developed at a density of approximately ten (10) units per acre. A restaurant, auto service business and a dry cleaning establishment are established within the BN District fronting on River Road and the balance of the area is otherwise a residential neighborhood.

The PRO zone contains the last undeveloped lands in an area of Ewing Township that has become increasingly residential in character. The existing single-family neighborhood fronting on Wilburtha Road has grown to the west, while multi-family apartments and townhouses have developed to the north and

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east effectively surrounding the zone on three sides. The lands to the south that are located within the BN District that front on River Road are developed with a restaurant, auto service business and a dry cleaning establishment.

The PRO District designation has proved to be ineffective in encouraging development and over time the permitted uses have become incompatible with the abutting residential development. The PRO District's intended uses include professional offices, research laboratories, museums, television broadcasting stations, gas stations and childcare facilities. The size and configuration of the lands within the zone and visibility from the State Route 29 Freeway severely limit the type of uses that would seek to locate within the PRO District. The zone is not suitable for research laboratories, museums, television broadcasting stations, or gas stations because of its size or potential conflicts with abutting residential uses. The lack of visibility and isolation further limits the usefulness of the lands for professional and administrative offices that generally seek sites that are highly visible to the public.

The permitted uses in the PRO zone are no longer compatible with its residential neighbors. The zone lacks the necessary area to accommodate many of the permitted uses and the lack of public visibility assures that the area has little potential for non-residential development. The fact that the district has remained undeveloped for such an extended period of time is further testament to the limitations of the area to support such uses.

In order to facilitate the future development of this area of Ewing Township and maintain the character of the surrounding neighborhood by eliminating potential land use conflicts, it is recommended that the PRO zone be repealed and a new multi-family residential zone be created that is in keeping with the established residential character of the area. The area's advantages of good site access to the State Route 29, proximity to similar multi-family residential uses, and access to public transit facilities supports such a recommendation and will provide an opportunity to establish the productive use of a currently underutilized property and improve the Township's tax base.

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The proposed (RFM) Riverfront Multifamily District would replace the PRO zone in this area that consists of two (2) lots with a combined area of approximately 7.5 acres. The minimum tract area for any development in this new zone should be three and one-half (3 1/2) acres under the ownership or control of a single entity.

The new zone will provide the opportunity for the residential development of low- to mid-rise elevator buildings with recreational amenities to service the development's residents and guests. The RFM zone is intended to provide housing opportunities for employees of area businesses in the Interstate 95 and Lower Ferry Road corridors. The multi-story buildings are anticipated to attract single persons, couples and households with few school-age children, minimizing any potential burden on the local school district.

The neighborhood surrounding the proposed zone district is a mixed-use residential neighborhood comprised primarily of multi-family townhouses and apartments. Permitted uses in the RFM zone district should be limited to apartments in elevator buildings regulated by a condominium association or rental units. Ancillary uses should include parking, a community building or clubhouse and recreation facilities that service the residents of the development.

The river-front location of the proposed multi-family residential district and its proximity to existing residential development requires special attention to aesthetics. The apartments should be designed to discourage monotony of exterior architectural features and provide breaks in the façade with balconies, enhanced window treatments, and other distinctive architectural treatments. To encourage creative site design, the building orientation should be allowed to be disposed freely on the site provided it conforms to all required setbacks from property lines, parking areas and streets. In order to maximize open space, the developer should be encouraged to build vertically. Buildings up to four (4) stories in height should be permitted. Parking under the buildings should be encouraged in an effort to minimize impervious coverage.

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The proposed RFM zone district is located within the 100-year floodplain of the Delaware River, as are the abutting residential and commercial developments. This condition will not prevent development, but will require extraordinary construction techniques that will add significant costs to the project. Therefore, to encourage development of the zone, it is recommended that the maximum residential density be eighteen and one-half (18 1/2) dwelling units per acre. Any development within the zone will be required to comply with applicable regulations governing development within a floodplain to insure that the health and safety of residents will be assured. This issue must be fully addressed at the time of site plan application.

The new substantive rules adopted by COAH for its Third Round stipulate that each municipality must provide for its share of low-and moderate-income housing needs generated by new residential and non-residential development in their communities. This obligation is called *growth share* and for residential development the need is to provide one (1) unit of affordable housing for every eight (8) market-rate units. This is calculated by dividing all proposed residential units in the development by nine (9). All residential development within the RFM zone district shall be required to provide for the growth share produced from that development. The growth share units need only be affordable to moderate-income households as defined by COAH. The design of the development should integrate affordable units with market-rate units in the same building.

The development anticipated in this new residential zone district should: 1) maintain the visual character and appearance of the area for the benefit of the residents; and 2) minimize visual impacts on adjoining residences. A minimum of 50% of the site should be set aside as common open space. Active recreation facilities such as a community building with fitness center, a swimming pool, tennis court, jogging trails or exercise areas may be developed within the required common open space at the discretion of the developer. For developments that contain more than 100 dwelling units, the developer shall provide at least one of the following: swimming pool, community building with exercise/fitness room and area for social activities, or two (2) tennis courts.

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Further, a dense landscaped buffer, having a minimum width of 15 feet, should be provided along all property lines that abut a single-family detached residential zone or use. All areas of the site that are not covered with buildings, active recreation facilities, walks, streets, parking areas or other structures shall be landscaped.

Signage is an important aesthetic consideration that should not be overlooked. The development signs should be designed to blend into the site design scheme and architectural theme of the residential buildings. All signs shall conform to the requirements contained in Section 15-17.8 of the Township's Land Development Chapter XV, except that the existing advertising billboard sign located on Lot 16 may remain provided it is not relocated except in accordance with Township regulations.

From the D&R Canal to the Hopewell Township border, the northern two-mile portion of the roadway is designated an AL 5 and classified as an undivided, two-lane principal arterial with permitted access. Only the R-1 zoning district is assigned in this area with single-family residential uses predominating and a stand-alone restaurant adjacent to the roadway. Development along the northern half of the roadway is only available on the eastern extent of the road, as the D&R Canal State Park is located on the western extent of the roadway, adjacent to the Delaware River. New development along this section of the corridor is not anticipated, as all available land is currently developed with established uses or utilized as public right-of-way.

Figure 7.0, *Route 29 Corridor* illustrates the State Route 29 corridor through Ewing Township and the adjacent existing land uses.

State Route 31 (Pennington Road)

Through Ewing Township, the State Route 31 corridor is designated an AL 4 and is classified as a four-lane, undivided urban arterial. It travels in a north-south direction for approximately three miles from the City of Trenton border to the Hopewell Township border.

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State Route 31 serves as one of the several north-south corridors in the Township and is primarily developed with a mix of single-family and multi-family residential development, zoned R-1, R-2 and R-3. The roadway's main intersections at Parkway Avenue, Olden Avenue, Somerset Road and Ewingville Road are all predominately zoned B-N and/or PRO and contain a mix of retail, restaurant and office uses. TCNJ's main campus and administrative offices are located on the eastern side of SR31, between Green Lane and Lake Boulevard. Additionally, the Atchley Tract is located along the western side of the northern extent of State Route 31 in Ewing Township. It is anticipated that this northwestern extent of State Route 31 will see a substantial amount of future office park development as a result of the proposed Atchley Tract development project.

Included in the *Olden Avenue Redevelopment Program*, the area concentrated around the Olden Avenue intersection with State Route 31 is ideal for redevelopment activity. In addition to the improvements recommended to Olden Avenue through the *Redevelopment Program*, the Township should make it a priority to extend to the State Route 31-North Olden Avenue intersection the proposed improvements identified through the *Mercer Crossings* study, even though this location is outside the extent of the study area.

Occurring between the State Route 31 intersections with Ewingville Road and Olden Avenue has been an increasing trend of residential dwelling conversions into small-scale office uses. The office uses primarily serve as medical and dental practices and law and accounting firms. It appears that as TCNJ has continued to expand its campus, property owners have converted residential uses into office uses to take advantage of the proximity to the college. It is recommended that the Township include provisions in the Land Development Ordinance that would permit a mix of first floor office uses and second and third floor residential uses along this corridor and/or stand-alone small-scale office uses. Inclusion of this mixed-use provision in the Ordinance would maintain the needed residential component along the corridor supporting the college, while allowing the market driven conversion of these properties to small-scale office uses to continue. Implementation of this provision would strike an equitable

balance between the uses, thus providing a more attractive and desirable environment for residential and office use alike.

Figure 8.0, *Route 31 Corridor* illustrates the State Route 31 corridor through Ewing Township and the adjacent existing land uses.

State Route 175

Serving primarily as an access road for State Route 29, State Route 175 travels outside of the Ewing borders and into the City of Trenton for only 0.25 mile and terminates north of the Interstate 95 overpass at State Route 29. The majority of the roadway is designated AL 6, with a short portion designated Access Level 4, and is classified as a two-lane, undivided urban local road and urban minor arterial. In Ewing, the 2.75-mile portion of roadway is zoned R-1, R-TH, RM, PRO and BN, but developed almost entirely with single-family residential uses. Retail, private institutional, government, office and multi-family uses are sparingly dispersed along the roadway.

Figure 9.0, *Route 175 Corridor* illustrates the State Route 175 corridor through Ewing Township and the adjacent existing land uses.

Ewing Township shall continue to facilitate the review of development along State highways by the appropriate State and County agencies to ensure compliance with all NJDOT standards.

County Roads

Parkway Avenue

Functioning as one of the primary east-west corridors through the core sector of the Township, Parkway Avenue extends from the border of the City of Trenton to its limits at West Upper Ferry Road, west of the Delaware and Raritan Railroad. Along Parkway Avenue, there exists several redevelopment opportunities consequential to the future composition of the Township. These previously addressed redevelopment sites consist of the Naval Air Warfare Center and the GM plant. However, redevelopment opportunities in a smaller-

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scale may exist along Parkway Avenue between Lower Ferry Road and Olden Avenue.

Consistent with redevelopment occurring along the State Route 31 corridor, the south side of Parkway Avenue between Olden Avenue and Lower Ferry Road, primarily zoned PRO, is seeing an increasing trend of conversions from residential dwellings to small-scale office and service type uses. The new uses operate as law firms, medical offices, accounting firms and beauty salons. Figure 10.0, *Parkway Avenue Corridor* illustrates the existing land uses along the corridor. The results of the survey indicate that on the south side of Parkway Avenue, between Olden Avenue and Farrell Avenue, located directly across from Ewing High School, there currently exists six (6) residential dwellings and nine (9) businesses. The existing residential dwellings are not a permitted use in the PRO Zone and are considered a non-conforming use. Located on the south side of Parkway Avenue, between Farrell Avenue and Lower Ferry Road, is NJDOT's main headquarters and an independent office building.

A different set of circumstances is evident along the north side of Parkway Avenue. The zoning districts on the north side of the corridor consist of the R-2 and B-H Zones, and development occurs predominately in conformance with the zoning districts regulations. With the exception of an office building at the northwest corner of the Parkway Avenue – Dunmore Avenue intersection, there are no non-conforming uses on the north side of Parkway Avenue where the land use survey was performed.

The Township should encourage the continued conversion of residential uses to small-scale office and retail service uses along the south side of Parkway Avenue between North Olden Avenue and Lower Ferry Road. These conversions would eliminate the non-conforming uses from this area and limit the number of residential dwellings with direct access to a highly trafficked section of Parkway Avenue. Additionally, the Township should encourage the use of shared access and parking along this corridor.

Future Land Use Plan

The Future Land Use Plan details the location and amount of space allocated to each land use within Ewing and provides clear direction for the Township's development over the next decade. See Figure 5.0, *Future Land Use Plan* for an illustrated depiction of future land uses. The Township has a cultural and scenic heritage dating back hundreds of years and the protection and enhancement of this heritage into the future is critical. Ewing is positioned along the Delaware River, where many environmentally significant attributes exist and protecting these features should be a key issue when deciding upon the future course of development in the Township. For a complete inventory of these environmentally significant attributes and proposed methods of protection, please refer to The Natural Resource Inventory and Conservation Element prepared for the Township.

The main goal of the Land Use Element is to safeguard the future of Ewing Township by ensuring that fiscally responsible development and redevelopment maintains the character of the Township. Additionally, the Element will provide recommendations to correct the existing disjointed pattern of commercial development along the Township's main corridors. Throughout the Township, there is a sufficient mix of residential housing styles from traditional Victorian to a more modern vernacular. The majority of the total 12,924 housing units reported in the 2000 US Census were one-unit detached (9,079).

The Olden Avenue Redevelopment Area is located along the Township's main commercial corridor. It extends from Pennington Road to the municipal border and primarily contains retail, restaurant and automobile-related sales and service uses. The reliance on auto-dependent access has limited the full marketability and reduced the aesthetic appeal of this area. As stated previously, the ULI, at the invitation of the Mercer County Planning Board, conducted a study that included the Olden Avenue Redevelopment Area and offered several recommendations to help revitalize the area described as *Mercer Crossings*. The ULI study recommendations relevant to Ewing Township are identified later in the document.

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The Atchley Tract, the GM Plant site and the Naval Air Warfare Center are currently suitable for development and redevelopment. Located immediately adjacent to an active rail station and terminus for South Eastern Pennsylvania Transportation Authority (SEPTA), the Naval Air Warfare Center and the GM sites are ideally suited to accommodate a transit village style of development, consistent with the provisions of a TOD development as identified on the following page. In addition, the Atchley Tract, just two (2) miles north of the GM and Naval Air Warfare Center sites, is within 0.25 mile of the same rail line. While passenger service is not currently provided on the portion of the rail line adjacent to the Atchley Tract, if it were determined that upon full build-out of the Atchley Tract passenger levels would support train service to this area, then the expansion of SEPTA service to the planned office development should be studied.

The Township recently rezoned a 32-acre site located on Bear Tavern Road, known as Bear Tavern Greene, from the IP-1 District to the RM District. In addition, it is recommended that a 19-acre site located at the northeast corner of Phillips Blvd. and Lower Ferry Road be rezoned from the IP-1 District to the RME District without the requirements for elevators. These two sites will assist in meeting Ewing's affordable housing obligation under COAH's Third Round Rules by providing its required fair share obligation of affordable housing units on-site and interspersed with the available market rate units. Both of these sites will be required to provide its fair share of affordable housing units within the development, as well as additional COAH units to help meet the Township's Second Round obligation. COAH units should be disbursed to the extent practical with the market rate units. The sites offer a central location within the Township near existing and future employment centers; as they are suitable for market rate units designed to attract young professionals, as well as the empty nester market niche.

Within the life of this plan, it is anticipated that several large-scale development opportunities will present themselves. As the State continues to phase-out many of the programs it currently sponsors, major land holdings will be turned over to private entities. Elected officials should proactively address the development of

these significant parcels and ensure that they are developed in a manner both suitable and beneficial to the location.

Transit Oriented Development

Transit Oriented Development consists of several components. A TOD can be a new development in which accessibility to public/mass transit plays a prominent role in its design or simply a redevelopment area that is redesigned to focus on public/mass transit as a primary mode of transportation into and out of the area.

The first major component in the design of a TOD is the provision of a walkable development in which pedestrians have the highest priority, as well as the inclusion of infrastructure to support bicycles, scooters, and other non-motorized forms of transport. The next key component is the inclusion of a mass transit station as a prominent feature near a *town center*. This mass transit station is most often a train station but may also be a major stop for bus transit systems or a combination there of. As a way of drawing people to the TOD, it is important to include a variety of uses in the area such as offices, restaurant and retail establishments, as well as entertainment and residential uses.

To make the TOD easily traversed without losing its variety of uses, it is important to design and develop projects in a dense manner. The standard TOD design is to have a ten-minute walk to the transit station from any direction. Additionally, TOD benefits can be expanded through the use of trolleys, streetcars or a light rail as a collector transit system that attracts people from the surrounding region. Parking should also be included to allow use of the TOD by persons who do not have access to the collector transit system.

Benefits

There are many benefits that a TOD has over standard urban and suburban development (sometimes called sprawl). The first and largest is a lowered dependency on personal automobiles, which alone has several benefits. A lowered dependency on the personal automobile would lead to reduced traffic congestion, reduced car accidents and associated injuries, reduced pollution and reduced dependency on fossil fuels. The promotion of walking and exercise

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inherent in the design of a TOD would greatly benefit the health of all who take advantage. Also inherent in a TOD design is an increase in mobility for those people located within its service area.

The density and walkability that are key to the TOD design would increase foot traffic and customers for the businesses located within this area, as well as promote the benefits of compact development and contribute to the reduction of sprawl.

West Trenton Transit Oriented Development Neighborhood Planning Study

At the time of the drafting of this Master Plan (December 2005), McCormick Taylor finalized a TOD study for the West Trenton area. A summary of the study, titled *West Trenton Transit Oriented Development Neighborhood Planning Study* follows.

The West Trenton Transit Oriented Development Neighborhood Planning Study has examined the prospects and possibilities for mixed-use, relatively dense land development at or near the existing West Trenton station in Ewing Township, Mercer County, New Jersey. The type of development envisioned is “transit oriented development” or “TOD,” referring to the combining of residential, office and retail land uses in a neighborhood or district surrounding a transit station in a form that maximizes resident and employee access from the neighborhood to the station. The perspective of the study is that TOD can effectively support the existing passenger service on this rail line and create demand for additional service.

The study recommends a phased implementation of TOD. The first phase assumes that rail passenger service would continue to be provided to the existing West Trenton station, with new TOD development occurring on the GM site, roughly one-quarter mile to the northeast of the station. The mix and distribution of land uses recommended for the GM site would establish a core of new transit-oriented development at this locale, anticipating a projected move of the existing West Trenton station northward to a location on the GM site in a later phase and shuttle bus connections to the existing

station in the interim. A new neighborhood grid of streets for the GM site, an extension to Sullivan Way (Route 579) connecting the existing station into the GM site, a new connection linking the two halves of Sylvia Street, and improvements to Parkway Avenue are all integral to the Phase 1 plan.

A second phase for TOD consists of intensification of development on the GM site, expansion of TOD development to the north side of Parkway Avenue, and an extension of the road network, including a new link from Parkway Avenue to Scotch Road alongside the railroad. In Phase Three, a new rail passenger station is constructed just south of Parkway Avenue, replacing the existing West Trenton station and forming the focus of TOD development on the GM site, the Navy site, northeast of the station on Parkway Avenue, and west of the station between Parkway Avenue and the West Trenton neighborhood.

The recommendations adopted as part of the approved document will be reviewed for consistency with this Master Plan. Those recommendations relevant to the development and redevelopment of the Township will be included in subsequent Master Plan re-examination reports.

Olden Avenue Redevelopment Area

Since the adoption of the Olden Avenue Redevelopment Plan on May 13, 1999, three anchor stores (Home Depot, Shop Rite and Aldi's food market) have located on Olden Avenue. They have demonstrated how the redevelopment plan has been able to assist a property owner or tenant with expediting significant improvements to a parcel. Other notable improvements since the redevelopment plan inception include Eckerd's pharmacy, Sovereign Bank, Yardville National Bank and newly built fast-food establishments.

The large-scale redevelopments initiated by Aldi's, Home Depot and Shop Rite have significantly improved their sites, thereby improving the overall appearance and perception of sections of the corridor. Their presence and steady volume of customers sends a reassuring signal to other potential investors that the Olden Avenue corridor is improving. However, additional work needs to

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occur to fully revitalize the corridor. The Planning Board, as well as the Zoning Board of Adjustment, should carefully consider all land development applications for parcels located within the Olden Avenue Redevelopment Area, with specific attention given to the aesthetic impact that the development will have on the corridor. Moreover, variances for signage and waivers for landscaping should be heavily scrutinized and only granted if a true hardship occurs on-site. An over abundance of unnecessary signage and limited landscaping are two fundamental aesthetic elements that can limit the Olden Avenue corridor's development potential.

The anchor stores with large parking lots in the front cater to the automobile. While the intention of the Ewing Township Redevelopment Agency is to let market forces guide the types of development that occur, the Township can take measures to promote smaller scale, pedestrian and bicycle-oriented development along Olden Avenue. This *human scale* development brings commercial and retail uses closer to the street and provides easier and safer access for customers.

The ULI study evaluates the redevelopment opportunities available to the Mercer Crossings area and provides a guide to redevelopment of the area by offering immediate and long-term strategies. The following is a list of recommendations taken from the study that after a comprehensive review, Ewing Township may consider implementing:

1. Mercer County, Ewing Township, Trenton City, and Lawrence Township must work together and appoint a local facilitator charged with implementing a Multi-jurisdictional Redevelopment Plan.
2. Adopt an interlocal agreement that ensures all four jurisdictions will have equal responsibility in establishing:
 - a. A shared vision;
 - b. A collaborative planning strategy or district;
 - c. A master plan for the area;
 - d. Zoning ordinances based on the shared vision;
 - e. A coordinated site plan review process;
 - f. A Multi-jurisdictional Capital Improvement Plan; and

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- g. Opportunities for the transfer of development among the jurisdictions.
- 3. An improved system of street circulation in the entire area through road extensions and new roads that offer east-west travel.
- 4. Improved transit connections through coordination with NJ Transit to increase the number of routes.
- 5. Development of an inventory of the areas in need of enhancement to inform prospective developers of desired investment.
- 6. A mix of housing stock that offers one-, two- and three-bedroom units.
- 7. A means to attract a variety of people to the area by including retail and entertainment possibly at the transfer facility/Boehm site.
- 8. A means to attract possible redevelopment of the Spruce Street and Princeton Avenue intersection by relocating the Farmers Market south to the more accommodating transfer facility/Boehm site.
- 9. A market plan for the existing development potential of the Capital Plaza frontage on Olden Avenue.
- 10. Minimal traffic calming measures to force drivers to slow down and *take-in* the area, as well as create a pedestrian-friendly location that is more attractive to residential development.
- 11. The creation of pocket parks and random open space areas for public enjoyment.
- 12. A streetscape improvement plan for Olden Avenue and Spruce Street to enhance the corridor and make it more aesthetically pleasing. This should include:
 - a. Access management control;

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- b. Tree planting along sidewalks;
- c. Wider sidewalks;
- d. Attractive street lighting fixtures, banners and signage that includes the areas newly branded name; and
- e. Intersection design improvements that are pedestrian-friendly and facilitate the movement of traffic.

The ULI study acknowledges that the Olden Avenue Redevelopment Area did not become what it is today overnight and it will take time to fully revitalize. However, by initially focusing on short-term improvement, the Township can take immediate steps to help re-establish this location as a destination point for the residents of Ewing and Mercer County. This area will only reach its full potential if all of the jurisdictions involved work in a coordinated manner with a designated agency taking the lead, thus ensuring that plans and projects are followed through to fruition. Open and consistent communications between Ewing, Trenton, Lawrence and Mercer County must occur to allow this area to prosper once again.

Naval Air Warfare Center and General Motors Sites

The Township needs to focus attention on redeveloping older areas and brownfield sites. One important reason for this is the growing segment of the population over 50 years of age in Ewing. Redevelopment can potentially result in new housing choices for older residents that fall into a range of income brackets, including retirees on fixed-incomes.

The Naval Air Warfare Center (30 acres) and the General Motors (80 acres) site are ideally situated for the development of a mixed-use transit village/town center. Both sites are located along Parkway Avenue, one of the few major east-west roadways in the Township. Additionally, the locations are less than a quarter mile from the existing West Trenton Railroad Station. The Naval Air Warfare Center has direct access to the Trenton-Mercer Airport, while the GM site is less than a quarter-mile from the airport. Creating a transit-village would involve focusing development around the train station, a key component of Smart Growth and a development strategy that encourages development where

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infrastructure and transit service currently exist. See page 51 for a description of Smart Growth principles.

While both sites were previously utilized for heavy manufacturing uses, and it is anticipated that each will need some level of environmental remediation, it would be cost effective to utilize the parcels as a mix of commercial, entertainment, residential, office and light industrial uses. Both sites are currently zoned IP-1 (Industrial Park) which does not allow mixed-use development. One option to guide the redevelopment of these parcels is to implement a Town Center (TC) zoning district. A TC zone for this area that permits both residential and commercial land uses would promote mixed-use development by offering incentives for increased density/intensity, relaxed setback and height requirements as well as flexible design guidelines. Offering development incentives allows the Township to maximize open space and the provision of community facilities while encouraging a compact campus/urban design that complements the surrounding neighborhood and encourages multi-modal forms of transportation.

Another option is that these parcels be developed through the GDP process. A GDP is a mechanism used to review and approve planned developments of more than 100 acres. For such large projects, a GDP is beneficial as it allows for phased development. This provides the Township an opportunity to assist in monitoring the details agreed upon by the Planning Board and the developer. The Planning Board can grant density or intensity increases for sections of the site and allow more intensive uses to be phased-in according to economic, traffic and other conditions. Provisions for the use of GDP applications would need to be added to the LDO as a supplement to the requirements for site plan review and approval.

Another tool available to the Township is to designate the parcel(s) as an area in need of redevelopment in accordance with the New Jersey Local Redevelopment and Housing Law (LRHL). The LRHL consolidated and updated many of New Jersey's prior redevelopment statutes, including the Blighted Areas Act and the Redevelopment Agencies Law, and redefined blighted areas as areas in need of redevelopment. With these changes, New Jersey's redevelopment law now

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provides municipalities throughout the state with the authority and flexibility to effectively revitalize their residential neighborhoods and commercial areas.

Regardless of the mechanism by which these parcels redevelop, careful and in depth analysis should be taken to ensure that the impact to the Township in terms of quality of life, traffic circulation, open space preservation, environmental quality and economic vitality are thoroughly considered. Redevelopment of these two parcels is recommended through the use of clustering to preserve open space and ensure efficient land use. Preserved open space should provide effective buffers between residential and nonresidential uses and between higher density residential uses and established neighborhoods. Such open space should also incorporate environmentally sensitive lands, flood plains and flood hazard areas and undisturbed wooded areas. The opportunity to use dedicated open space within private development projects can advance the objective of linking greenways and greenbelts.

State Plan/Office of Smart Growth

The majority of Ewing Township is designated as Planning Area 1, or the Metropolitan Planning Area. This planning area is designated as the area where future development and redevelopment should occur in the state. The area of the Township located west of County Road 579 is designated primarily Planning Area 2, or Suburban Planning Area with the exception of an area between Sunset Avenue and the SEPTA rail line. Additionally, two other areas of the Township, one located between Nursery Road, County Road 579 and Windybush Way and the other located between Eggerts Crossing Road and Rockland Road, are designated as Planning Area 2. The Mountain View Golf Course, north of Interstate 95, is designated as a park or natural area.

Smart Growth, as described by the New Jersey Office of Smart Growth is defined as well-planned, well-managed growth that adds new homes and creates new jobs, while preserving open space, farmland and environmental resources. Smart Growth supports livable neighborhoods with a variety of housing types, price ranges and multi-modal forms of transportation. Smart Growth is an

approach to land-use planning that targets the state's resources and funding in ways that enhance the quality of life for residents in New Jersey.

Smart Growth principles include mixed-use development, walkable town centers and neighborhoods, mass transit accessibility, sustainable economic and social development and preserved green space. Smart Growth is evident in larger cities such as Elizabeth and Jersey City; in smaller towns like Red Bank and Hoboken, and in the rural communities like Chesterfield and Hope.

In New Jersey, Smart Growth supports development and redevelopment in recognized Centers—a compact form of development—as outlined in the State Development and Redevelopment Plan, with existing infrastructure that serves the economy, the community and the environment.

Principles of Smart Growth

- Mixed land uses
- Compact, clustered community design
- Range of housing choice and opportunity
- Walkable neighborhoods
- Distinctive, attractive communities offering a sense of place
- Open space, farmland and scenic resource preservation
- Future development strengthened and directed to existing communities using existing infrastructure
- Transportation option variety
- Predictable, fair and cost-effective development decisions
- Community and stakeholder collaboration in development decision-making

Regardless of the tools or enabling legislation invoked to redevelop the Naval Air Warfare Center (30 acres) and the GM (80 acres) site, the Smart Growth planning principles should be strongly considered.

State-operated Institutions

The future is uncertain with respect to many of the state-operated institutions on large tracts within the Township. There is speculation that the 120-acre Marie Katzenbach School for the Deaf, that has a building stock which is aged and costly to maintain, may be entirely or partially converted to another use. The 41-acre Trenton Psychiatric Hospital is another major facility with many buildings, both old and new, that has an indefinite future as the State has been phasing out a number of its large psychiatric hospitals and working with host municipalities on reuse plans. Other significant institutional sites that should be considered in planning for future land uses are the 144-acre New Jersey Department of Human Services Regional School, as well as the 48-acre Villa Victoria Academy, which in the future could become the subject of recent trends to close and consolidate schools facilities operated by the Catholic Church.

The Land Use element recommends rezoning a number of the existing state-owned properties to districts that are consistent with the desired type and form of development at the specific location. It is recommended that these sites be used primarily for non-residential uses, such as office parks and open-space, in order to increase the Township's ratables without placing additional pressures on the already overburdened school district.

It is important to prepare for the potential future development of the large publicly held tracts within the Township, specifically, the Jones Farm, the Marie Katzenbach School for the Deaf and the New Jersey Department of Human Services Regional School. These are sizable tracts that may someday become a casualty of the state's budget process and become available for development.

The Planning Board and the Township Council have taken a proactive approach towards protecting the landscape of Ewing Township with regard to the future disposition of these properties. In October of 2005, the Governing Body rezoned the Marie Katzenbach School for the Deaf to OP-2. The OP-2 designation was deemed most appropriate given the adjacent OP-2 zoning of the NJM campus. Likewise, in July of 2005, the Governing Body rezoned the Knight Farm from the R-1 and R-2 to C, Conservation District. The Knight Farm, which is operated by

the State Correctional Department, was previously deed-restricted by the State to prohibit any development on-site, consequently, the Conservation designation is appropriate. The future of the Trenton Psychiatric Hospital should also be considered, as the State has been implementing a de-institutionalization policy over the past twenty years and has closed several psychiatric hospitals around New Jersey in recent years. Municipalities that host such facilities often find themselves reacting to the sudden availability of these large tracts to the private market rather than proactively controlling future use through zoning.

To utilize the development potential of a tract of land and preserve open space or agricultural lands, the Township may consider the implementation of a Transfer of Development (TDR) ordinance. A TDR ordinance allows a Township to transfer the development potential of a selected site, known as the *sending site*, to another selected site within that Township, known as the *receiving site*. Sites receiving the transferred development rights are permitted to develop at intensities higher than what is currently permitted in the zone. The full terms of the development transfer are recorded with the Township in a legally binding document that is attached to the title of the land for perpetuity and will be revealed during title searches. The state operated a TDR pilot program in Burlington County and after monitoring its success, authorized the TDR tool for use in all municipalities throughout the State.

As stated, the Knight Farm, operated by the New Jersey Department of Corrections, has been deed-restricted to prohibit any development on-site. Implementing a TDR program for this tract would serve to increase the Township's tax base, while continuing to preserve the existing agricultural lands. If the State were to cease operating Knight Farm, the farm could possibly continue to operate in some function through the Mercer County Vocational School, or as an extension of Rutgers University's or TCNJ's agricultural programs.

Controls on Development Intensity

To fully benefit from the design flexibility of planned development options, the Land Development Ordinance will need to be amended to include definitions

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and standards for various types of planned developments (such as Planned Unit Developments, Planned Unit Residential Developments and General Development Plans) and possibly a TDR program. The current Land Development Ordinance contains several zones specific to both office and industrial parks. These standards have been in place for approximately 20 years and have led to several office and industrial subdivisions in the Township. There is little flexibility in the standards in terms of use and lot coverage or Floor Area Ratio to control development intensity. The 1995 Reexamination Report recommended the use of clustering and open space preservation techniques for commercial and residential development. Other than the NJM campus on Lower Ferry Road and the Sierra Office Park, existing development in the office park and industrial park zones has not been designed in a campus-style that preserves open space.

Residential subdivisions have occurred in the Township predominantly in the form of small lot, infill minor subdivisions. The majority of these subdivisions require significant variance relief resulting in the creation of one (1) or two (2) additional building lots. It is essential that any Board reviewing such a subdivision application consider how the grant of the variance relief will impact the character of the existing neighborhood. Further, the scale of the proposed residential dwellings as it relates to the exiting properties must be considered. *Protecting existing residential neighborhoods* is a goal listed under both Community Vision and Land Use in the Goals and Objectives section of this Master Plan. Consequently, it is essential that existing neighborhoods be considered when minor subdivisions requiring substantial variance relief result in additional infill housing. The definition and standards for lot coverage need to be redefined such that residential parking fields are properly controlled. Conversely, in the RM multi-family district where it has already been determined that a more intense multi-family development pattern is permissible, total lot coverage standards should be reviewed, as they are currently somewhat less intense than typical industry standards.

While setback and height requirements are designed to limit the scale of development, the actual bulk of a structure and potential *maxing out* of ordinance setback and height requirements can result in buildings that are unacceptably

large in mass and scale. One option for addressing this situation is to increase the setback requirements; however, this can reduce flexibility in design.

It is recommended that the Township consider a Floor Area Ratio (FAR) ordinance to constrain excessively large residential structures, yet ensure that design flexibility remains. The Ewing LDO defines FAR as *the ratio of the gross floor area to the area of the lot or tract*. The existing building setback and height requirements can work in tandem with FARs to promote development at a scale acceptable to the Township. In addition, as the Township can expect much residential development to occur through infill and minor subdivisions, an FAR ordinance would help ensure that new development is consistent with the existing neighborhood character.

Land Use Element Summary and Recommendations

- Along State Route 29 amend the PRO Zone to the RFM Zone, Riverfront Multi-Family;
- Review residentially zoned properties along the State Route 29 corridor for potential conversion to a mixed use residential/commercial district;
- Encourage the continued conversion of residential uses to small-scale office and service uses along the south side of Parkway Avenue between North Olden Avenue and the NJDOT complex;
- Rezone existing State-owned properties to districts that are consistent with the desired type and form of development at the specific location;
- Scrutinize applications in the Olden Avenue Redevelopment Area, particularly with regard to landscaping and signage with the intention of bringing about a positive visual image along the corridor;
- Implement relevant recommendations of the ULI, *Mercer Crossings* Study along Olden Avenue and Spruce Street corridors;
- Regardless of the tools or enabling legislation invoked to redevelop the Naval Air Warfare Center (30 acres) and the General Motors (80 acres) site, the Smart Growth planning principles should be strongly considered;
- Amend the Land Development Ordinance to include definitions and standards for various types of planned developments (such as Planned

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Unit Developments, Planned Unit Residential Developments and General Development Plans)as well as Transfer of Development Rights;

- Carefully consider minor subdivision applications requiring significant variance relief and resulting in infill development;
- Adopt a Floor Area Ratio ordinance;
- Redefine/decrease total lot coverage requirements in order to control residential parking fields;
- Amend the permitted principle use list in the Industrial Park Districts to include Indoor Recreation Facilities and ancillary uses. The uses included as part of the Indoor Recreation Facility definition and the requisite bulk, area and parking standards shall be determined through additional analysis;
- Study lot coverage standards in the RM multi-family district;
- Rezone site on corner of Phillips Blvd. and Lower Ferry Road to the RME District.
- For properties that are presently zoned PRO along Parkside Avenue and are directly adjacent to the RM and R-2 Zones, consider the effects of rezoning to permit residential uses.
- Review the development pattern of existing established neighborhoods with an abundance of undersized lots to determine a need for revised or new development standards.

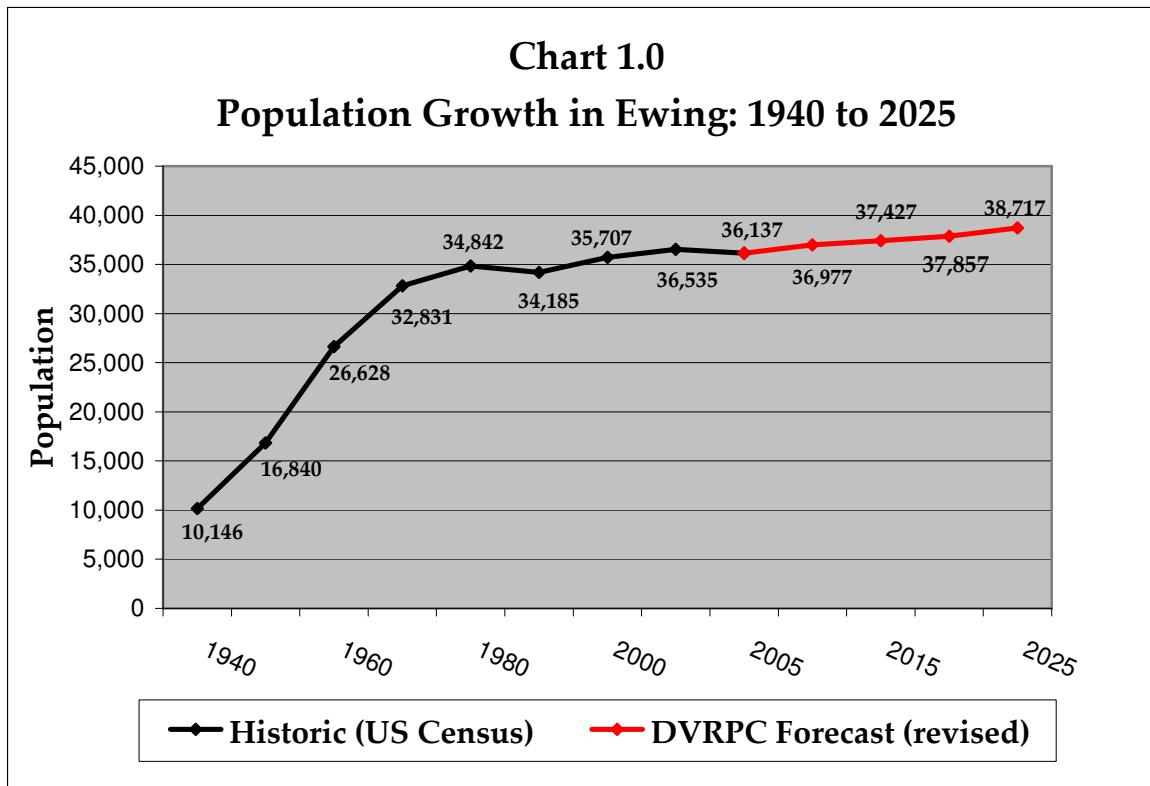
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Section IV - Housing and Demographic Trends

Demographic Characteristics

Total Population

According to the 2000 US Census data between 1990 and 2000, Ewing Township's residential population increased from 34,185 people to 35,707, representing a 4.5% increase. See Figure 11.0, *Census Tracts* for a display of the eight Census Tracts in the Township. The 2003 US Census estimate of 36,535 residents for Ewing Township indicates continued growth for the Township. As is illustrated below by Chart 1.0, the greatest growth in Ewing over the last 60 years occurred between 1940 and 1950, when the population increased by 66% from 10,146 to 16,840 people. In absolute terms, the largest increase occurred between 1950 and 1960, when the Township added 9,788 people, an increase of 58%.



Source: US Census 2000 and DVRPC 2005

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Although the Township continues to grow, the rate of growth has leveled off over the years, decreasing by 2% between 1980 and 1990 and increasing by 4.5% between 1990 and 2000. The DVRPC originally forecasted that a slight upward trend will continue to the year 2025 with Ewing's population reaching 39,020, a projected increase of 3,313 people from the 2003 US Census Estimate. As part of the State Plan Cross Acceptance process, Ewing Township participated with Mercer County to accurately address population as well as employment projections. Ewing Township was successful at getting the County to reduce the original DVRPC population projections based on a detailed analysis of building permit data together with reasonable assumptions based on the future development potential of the Township. DVRPC forecast for Ewing now shows a projected population of 38,717 people in 2025.

Table 2.0 depicts the DVRPC's projections both before and after Ewing Township's participation in the Cross Acceptance process.

Table 2.0
Population Projections, 2000-2025

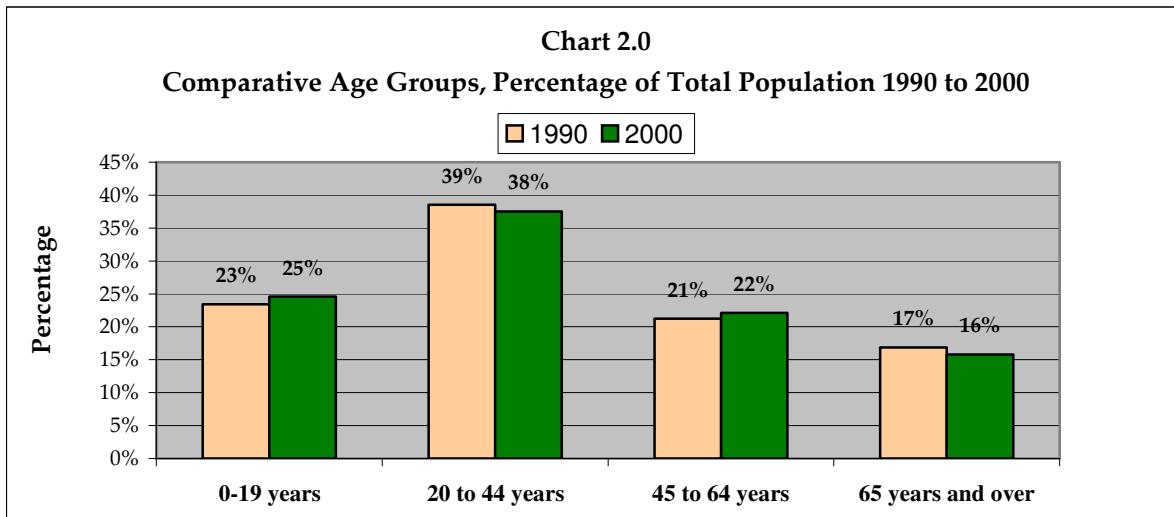
	Census 2000	DVRPC Forecast 2005	DVRPC Forecast 2010	DVRPC Forecast 2015	DVRPC Forecast 2020	DVRPC Forecast 2025	DVRPC Forecast 2030
BEFORE	35,707	36,370	37,030	37,700	38,360	39,020	39,680
REVISED	35,707	36,137	36,977	37,427	37,857	38,287	38,717

Source: US Census 2000 and DVRPC 2005

Age of Ewing Residents by Age Cohorts

Ewing is relatively stable in terms of the distribution of age across the population. The median age in Ewing increased from 36.5 in 1990 to 37.0 in 2000. Chart 2.0 illustrates the relatively small percentage changes in four broad age cohorts. Beyond this chart, additional breakdowns of age into smaller range cohorts reveal more significant changes from 1990 to 2000. The impact of these changes will be addressed in more detail in the Community Facilities and Land Use Elements.

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Source: US Census 2000

As a percentage of the total population, there was a 2% increase between 1990 and 2000 in the 0-19 age cohort, representing a gain of 783 school-aged children. Table 3.0 provides a detailed breakdown for the 0-19 age cohort.

Table 3.0
Ages 0 to 19 years (1990 and 2000)

Age Group	1990		2000	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total
Under 5	1,661	4.9	1,623	4.5
5 to 9	1,640	4.8	1,790	5.0
10 to 14	1,626	4.8	1,857	5.2
15 to 19	3,077	9.0	3,517	9.8

Source: US Census 2000

According to the 2000 US Census, the majority of the 783-person increase occurred in the 15 to 19 years age cohort, where population increased by 440 between 1990 and 2000. By 2005, these individuals will have aged beyond the school-age category. There was a 38-person decrease in the under 5 year age cohort, a 150-person increase in the 5 to 9 years age cohort, and a 231-person increase in the 10 to 14 age cohort. The Community Facilities Element will

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discuss in more detail the implications of the growth in the 5 to 9 and 10 to 14 years age cohorts on the Ewing Township public school system.

Table 4.0 provides a detailed breakdown of age cohorts in the range of 20 to 54 years age cohort. Aggregated more broadly, as a percentage of the total population, the data shows an overall decrease of 1% for the age cohort of 20 to 44 years. Also, as a percentage of the total population there was a 1% overall increase for 45 to 64 years age cohort.

Table 4.0
Ages 20 to 54 years (1990 and 2000)

Age Group	1990		2000	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total
20 to 24 years	3,207	9.4	3,822	10.7
25 to 34 years	5,042	14.7	4,155	11.6
35 to 44 years	4,917	14.4	5,419	15.0
45 to 54 years	3,609	10.6	4,703	13.2

Source: US Census 2000

Notably, while the 10 to 14 years age cohort was 1,626 in 1990, the 20 to 24 years age cohort in 2000 was 3,822. While it is not clear how many of the individuals in the 10 to 14 years age cohort decided to stay in Ewing after high school, even if all had decided this, the increase over 10 years shows that there was an immigration of young adults. This could be attributed to the resident population of colleges in the area.

As the population ages, those residents who fell into the 35 to 44 years age cohort in 1990 were in the 45 to 54 years age cohort in 2000. The over 10 years age cohort decreased by 214 people. However, as a percentage of the population the 45 to 54 years age cohort increased by 2.6% or 1,094 people over the same 45 to 54 years age cohort from 1990. These people will be ready to retire or be facing retirement in the near future, by 2010. Consequently, it is recommended that the Land Use Element specifically address recommendations aimed at providing housing for this demographic. Table 5.0 provides any analysis of Ewing's aging population.

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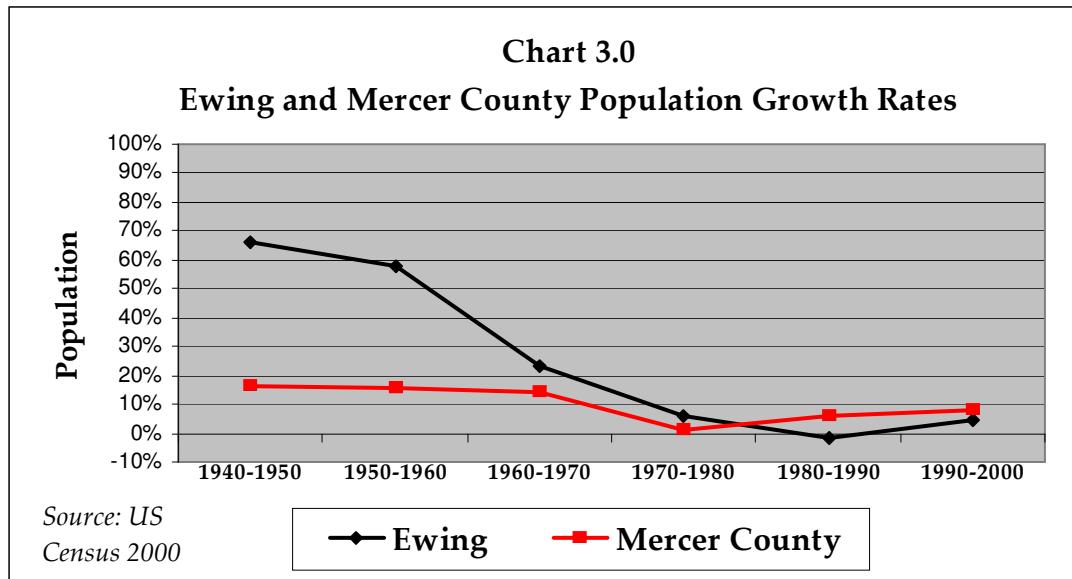


Table 5.0
Ages 55 and Over (1990 and 2000)

Age Group	1990		2000	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total
55 to 59 years	1,747	5.1	1,774	5.0
60 to 64 years	1,899	5.6	1,416	4.0
65 to 74 years	3,451	10.1	2,744	7.7
75 to 84 years	1,804	5.3	2,126	6.0
85+ years	505	1.5	761	2.1

Source: US Census 2000

As the population ages, those residents who fell into the 65 to 74 years age cohort in 1990 were now in the 75 to 84 years age cohort in 2000. Over 10 years this cohort decreased by 1,325 people, from 3,451 in 1990 to 2,126 in 2000.

Ewing and Mercer County Population

Chart 3.0 illustrates that Ewing and Mercer County populations rates have been converging since Ewing's biggest percentage increases in the 1940's, during the "Baby Boom" era.

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As shown below in Table 6.0, between 1990 and 2000, the rate of population growth for Ewing was 4.5%. Compared to the other municipalities in Mercer County, Ewing ranked 9th in this category out of 13 municipalities, with only 4 municipalities realizing slower growth rates.

Table 6.0
Population Change by Municipality (Mercer County), 1990 to 2000

Municipality	1990	2000	Percent Change
Washington Township	5,815	10,275	76.7%
Hopewell Township	11,590	16,105	39.0%
West Windsor Township	16,021	21,907	36.7%
Princeton Township	13,198	16,027	21.4%
Princeton Borough	12,016	14,203	18.2%
Lawrence Township	25,787	29,159	13.1%
East Windsor Township	22,353	24,919	11.5%
Pennington Borough	2,537	2,696	6.3%
Ewing Township	34,185	35,707	4.5%
Hopewell Borough	1,968	2,035	3.4%
Hightstown Borough	5,126	5,216	1.8%
Hamilton Township	86,553	87,109	0.6%
Trenton City	88,675	85,403	-3.7%
Mercer County	325,824	350,761	7.7%

Source: US Census 2000

Despite a number of Mercer County municipalities with extremely high growth rates between 1990 and 2000, as shown in the above table, the growth rate for all of Mercer County was 7.7%. The municipalities with the highest growth rates were smaller in population than the three (3) largest municipalities – Ewing, Hamilton and Trenton. Ewing and Hamilton had growth rates of 4.5% and .6%, respectively, while Trenton's population decreased by 3.7% between 1990 and 2000.

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Table 7.0
Population Change (55 and up), 1990 to 2000

Age Group	Ewing Township	Mercer County	New Jersey
55 and up	-585 (-6%)	2,674 (4%)	115,897 (7%)
55 to 64	-455 (-13%)	763 (3%)	34,786 (5%)
65 to 74	-707 (-21%)	-2,694 (-11%)	-35,523 (-6%)
75 to 84	322 (18%)	3,035 (23%)	76,182 (23%)
85 yrs +	256 (51%)	1,570 (41%)	40,452 (42%)

Source: US Census 2000

Compared to Mercer County and New Jersey, the Ewing Township population in the 55 and up age cohort decreased, while Mercer County and New Jersey gained. See Table 7.0 above. In the 55 to 64 years age cohort, Ewing lost 13% while Mercer County and New Jersey gained. This demographic trend indicates people of retirement age are moving out of Ewing Township. This trend is discussed in the Land Use Element of this Plan. The 65 to 74 years age cohort lost 11% and 6% in Mercer County and New Jersey, respectively, while Ewing decreased by 21% in this age cohort. The number of people 85 years or older, while relatively small compared to the overall population, still increased by 51% in this cohort. Additionally, the 75 to 84 years age cohort gained 322 people for an 18% increase between 1990 and 2000. The increase in the 75 to 84 years age cohort and 85 years or older age cohorts explains why the decrease for the 65 years and older age cohort in the figure above was only 1%.

Employment

Census data indicates that the median income in Ewing, adjusted for inflation, increased by \$262 dollars from \$57,012 (\$43,191 in 1990 dollars) to \$57,274 between 1990 and 2000. The civilian labor forces for Ewing and Mercer County in 2000 were 18,369 and 180,299, respectively. The Ewing labor force represented approximately 10.2% of the County's labor force. Table 8.0 illustrates that the 2000 rate of unemployment at 4.6% for the Township was less than that for Mercer County with 7.6%.

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Table 8.0
Employment Estimates, 2003

Employment Status	Ewing Township		Mercer County	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total
Employed	19,869	96.5	182,156	95.2
Unemployed	728	3.5	9,158	4.8
Total Labor Force	20,597	100.0	191,314	100.0

Source: New Jersey Department of Labor, 2003

The Census data distribution of occupational positions in Ewing generally reflects the same percentages as Mercer County, with only slight variations. As shown in Table 9.0 “Occupational Distribution, 2000”, the largest differences, however, come from those employed in management, professional and related positions where there is 4.6% more of these job types in Mercer County than Ewing Township.

Table 9.0
Occupational Distribution, 2000

Occupation	Ewing Township		Mercer County	
	Employed Persons	Percent of Total	Employed Persons	Percent of Total
Management, Professional, and Related Occupations	6,765	38.6	72,043	43.2
Service Occupations	2,785	15.9	23,887	14.3
Sales and Office Occupations	5,269	30.1	44,165	26.5
Farming, Fishing, and Forestry Occupations	26	0.1	266	0.2
Construction, Extraction, and Maintenance Occupations	1,013	5.8	10,118	6.1
Production, Transportation, and Material Moving Occupations	1,664	9.5	16,168	9.7
Total	17,522	100.0	166,647	100.0

Source: US Census 2000

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In addition to population projections, the DVRPC addressed employment projections. While the DVRPC projections overestimated Ewing Township's population, they may have underestimated the anticipated employment, as a decrease in employment was projected. The Bloomberg Financial project, which will result in excess of one million square feet of Class A office space on the Atchley Tract, will generate significant employment opportunities for the Township and surrounding communities. Further influencing future employment in Ewing will be the redevelopment of the GM site, as well as the Naval Air Warfare Center site, both on Parkway Avenue. While difficult to quantify at this time, the redevelopment of these sites has the potential to impact employment projections in Ewing Township. The redevelopment of both the GM site and the Naval Air Warfare Center site is discussed in greater detail in the Land Use Element of this Master Plan.

The following Table 10.0 represents employment projections for Ewing Township both before and after participation in the State Cross Acceptance process. Based on Ewing Township's participation in the Cross Acceptance process, the DVRPC amended the employment projections to depict a slight upward trend in employment.

Table 10.0
Employment Forecasts, 2000-2025

	Census 2000	DVRPC Forecast 2005	DVRPC Forecast 2010	DVRPC Forecast 2015	DVRPC Forecast 2020	DVRPC Forecast 2025	DVRPC Forecast 2030
BEFORE	28,473	28,031	27,619	27,606	27,209	25,751	25,620
REVISED	28,473	28,031	30,119	32,619	33,012	33,862	34,417

Source: DVRPC 2005

Analysis of the Municipal Housing Stock

According to Census 2000 data, the total housing stock of Ewing Township was 12,924 units, out of which 9,079 units (70.2%) were single-family detached homes. Additionally, 832 units (6.4%) were single-family attached homes. Multi-family homes accounted for 3,013 units (23.3%). The multi-family dwellings included 430 two-family structures, 286 three- and four-family structures and 2,297 units

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in structures with five (5) or more units. No units were classified as mobile homes and no units were classified as boat, RV, van, etc.

The increase in total housing units from the 1990 Census to the 2000 Census was 406 (3.2%). As shown below in Table 11.0, the majority of dwellings in Ewing are single-unit detached (9,079). The 2000 Census Data states that 12,551 housing units (97.1%) in the Township were occupied and 373 units (2.9%) were vacant. This identifies 43 less vacant units in 2000 than 1990, a positive development.

A total of 9,286 units (74.0% of occupied units) were owner occupied and 3,265 units (26% of occupied units) were renter occupied as is shown in Table 11.0, Housing Tenure, 1990 and 2000. There was an increase of 213 owner-occupied units and an increase of 236 renter-occupied units between 1990 and 2000. Minimizing the deleterious impact of rental units on owner-occupied single-family residential neighborhoods is a specific objective identified in the Goals and Objectives section of this Master Plan.

As shown in Table 12.0, Ewing's housing stock consists of a mixture of ages. According to 2000 Census, 51% of all housing was built before 1959 and 45% was

Table 11.0
Housing Tenure, 1990 and 2000

Tenure	1990		2000	
	Number of Units	Percent of Total	Number of Units	Percent of Total
Owner-Occupied	9,073	72.5	9,286	71.9
Renter-Occupied	3029	24.2	3,265	25.3
Vacant	416	3.3	373	2.9
Total	12,518	100.0	12,924	100.0

Source: US Census 2000

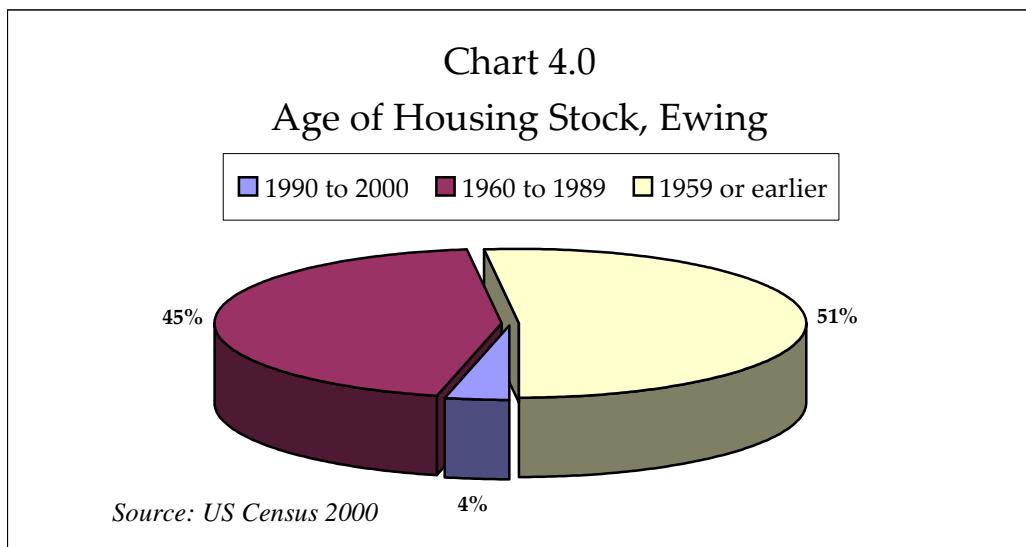
constructed between 1960 and 1989. Only 4% of Ewing's housing stock was constructed between 1990 and 2000, see Chart 4.0. The majority of housing was built between 1940-1959 (5,081 units), which is typical of the post-war development trend in the United States. However, a significant amount of housing was also constructed between 1960 and 1979 (4,660 units).

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Table 12.0
Age of Housing, 2000

Year Structure Built	Number of Units	Percent of Total
1990 to March 2000	457	3.5%
1960-1989	5,767	44.6%
1959 or earlier	6700	51.8%
Total	12,924	100.0

Source: US Census 2000



The 2000 median housing value in Ewing Township was \$136,700 versus \$135,600 in 1990. While housing prices have significantly increased since 1990, the greatest percentage of owner-occupied units by housing value was in the \$100,000 to \$149,999 range, (3,814 units), which accounts for the lower housing value. See Table 13.0, Dollar Value of Owner Occupied Units.

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Table 13.0

Dollar Value of Owner Occupied Units, 2000

Value of Specified Owner Occupied Housing Units	Number of Units	Percent of Total
Less than \$50,000	64	0.7
\$50,000 to \$99,999	1,878	21.4
\$100,000 to \$149,999	3,814	43.4
\$150,000 to \$199,999	1,921	21.9
\$200,000 to \$299,999	982	11.2
\$300,000 to \$499,999	84	1.0
\$500,000 to \$999,999	22	0.3
\$1,000,000 or more	13	0.1
Total	8,778	100

Source: US Census 2000

Table 14.0

Gross Rent of Units Included, 2000

Specified Renter-Occupied Housing Units	Number of Units	Percent of Total
Less than \$200	46	1.4
\$200 to \$299	52	1.6
\$300 to \$499	153	4.7
\$500 to \$749	1,620	49.6
\$750 to \$999	925	28.3
\$1,000 or more	269	8.2
\$1500 or more	73	2.2
No cash rent	127	3.9
Total	3,265	100.0

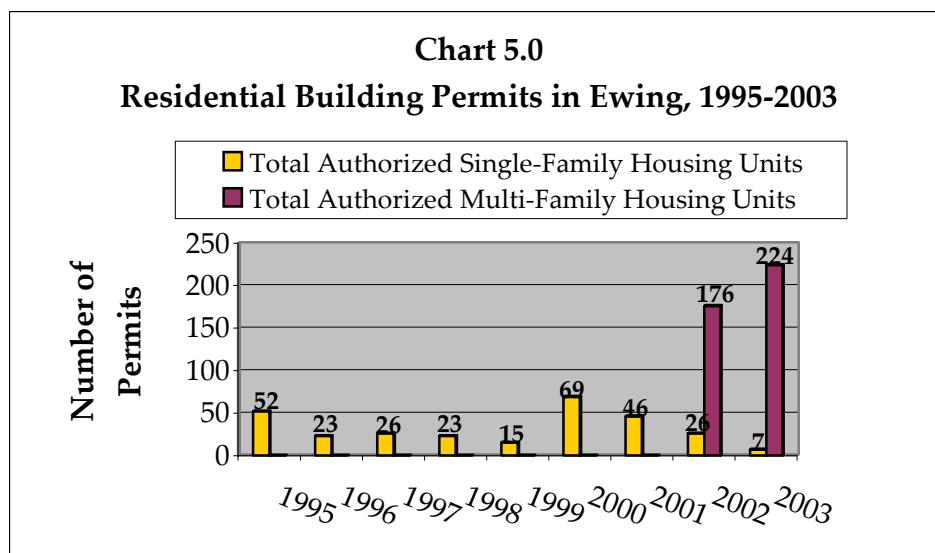
Source: US Census 2000

The 2000 Census of Population and Housing indicated a small percentage of substandard housing in the Township of Ewing. Of the 12,924 total housing units, only 10 units lacked a complete kitchen. This indicates shared use of a kitchen or the non-presence of a sink with piped water, a stove or a refrigerator. Additionally, 53 units were identified as having substandard plumbing. Inadequate plumbing is indicated by either a lack of exclusive use of plumbing or incomplete plumbing facilities.

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Building Permit Analysis and Housing Stock Projection

Based on New Jersey Department of Community Affairs statistics, from 1995 to 2003, a total of 665 residential building permits were issued, as illustrated below in Chart 5.0. This is an average of 74 residential permits per year. In 2002, there was a marked increase in the number of residential building permits issued with a total of 202 (176 single-family and 26 multi-family residential permits). In 2003, 231 residential building permits were issued. The significant increase for 2002 and 2003 compared to the decade past can be largely attributed to the construction of multiple unit developments including Scotch Run Apartments, Eggerts Woods and Spring Meadows developments.



Source: New Jersey Department of Community Affairs, 2003

It is expected that through 2010 the number of residential permits issued will continue at approximately the same level as shown in 2002 and 2003. This is based on the fact that several larger residential developments - The Madison, Sylvia Street Apartments, Bear Tavern Greene and The Jefferson - are under construction, have received final site plan approval from the Township or are in the initial planning phases. After 2010, the level of residential building permits issued will be dependent on the type and intensity of development permitted on

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the GM and Naval Air Warfare Center sites, as the availability of additional developable land diminishes.

Based on the yearly average for residential building permits issued, a projection can be made for housing through the year 2025. The average number of residential permits issued between 1995 and 2001 was 33. By multiplying 33 permits by 21 years (2004-2025), a projected housing increase of 693 units is identified. As it is expected that 2002-2004 were representative of higher than normal numbers of residential building permits issued, these years are removed when determining the average used for the projection. Using the 2000 US census average household size for Ewing of 2.45 persons and multiplying it by 693 projected units, it is estimated that population will increase by approximately 1,698 people between 2003 and 2025. This is less than the DVRPC projection of 2,182 as stated above; however, the DVRPC did adjust the population projection downward from their original projection.

Third Round COAH Obligation

In December 2004, COAH issued new regulations to revise the methodology used to determine a municipality's fair share obligation for providing affordable housing. These regulations are contained in Title 5, Chapter 94 of the New Jersey Administrative Code ("N.J.A.C."). N.J.A.C. 5:94-1.1 through -9.2. The new formula to determine a municipality's fair share obligation for the period 1999 through 2014 is derived from the Township's rehabilitation share (deficient housing units occupied by low- or moderate-income households as of April 1, 2000), plus the Township's remaining prior round obligation from 1987 to 1999, plus the township's projected *growth share* from January 1, 2004 through January 1, 2014. N.J.A.C. 5:94-2.1. Growth share is defined as the affordable housing obligation generated in each municipality by both residential and nonresidential development, represented by the ratio of one affordable housing unit for every eight (8) market-rate housing units constructed plus one affordable housing unit

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for every 25 newly created jobs.¹ N.J.A.C. 5:94-1.4. There is no distinction in the regulations based upon part-time or full-time jobs.

Townships seeking jurisdiction under COAH through substantive certification must submit a Housing Element to COAH containing projections of future development, residential and non-residential, in the township over the next ten (10) years, pursuant to N.J.A.C. 5:94-2.2. From this, a township can project its growth share based upon the ratios discussed above and create a Fair Share Plan to demonstrate how it plans to meet its obligation. The regulations provide for townships to receive credits, reductions and adjustments through N.J.A.C. 5:94-3.

The COAH regulations allow municipalities to adopt land use ordinances permitting zoning for residential and/or mixed-use development in all or some zones within the municipality to satisfy the required growth share obligation through the production of affordable housing. These zoning ordinances may provide for an affordable housing set-aside as a part of an inclusionary development equal to or greater than one (1) affordable unit for every eight (8) market-rate units or one (1) affordable unit for every 25 jobs created in a non-residential development. N.J.A.C. 5:94-4.4(a) Alternatively, the zoning can provide for fewer than one affordable unit for every eight (8) market-rate units or every 25 jobs created in a non-residential development in an inclusionary development, provided the township can demonstrate that any affordable units lost will be recouped through another approved means in its Fair Share Plan.

These ordinances permit a municipality to require a developer to construct the affordable units on-site or elsewhere in the municipality or, alternatively, allow the option of a payment in lieu of construction. If the developer does not construct affordable housing on-site or at another location, the developer will be subject to a payment in lieu of construction. N.J.A.C. 5:94-4.4(b).

The amount of the payment in lieu of construction of affordable units will be negotiated between the municipality and the developer. N.J.A.C. 5:94-4.4(c). Prior to the new regulations, some townships would set the price for such payments consistent with that of a Regional Contribution Agreement (RCA),

¹ Newly created jobs are based upon the gross square footage of nonresidential development and the use type of the facility.

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which allows a municipality to transfer up to 50% of its affordable housing obligation to a receiving municipality. The cost of an RCA has increased from a minimum cost of \$25,000 per unit to \$35,000 per unit. N.J.A.C. 5:94-5.4.

A payment in lieu of construction, which is deposited into a municipality's housing trust fund, cannot be used to fund a RCA, N.J.A.C. 5:94-4.4(e). N.J.A.C. 5:94-6.12 states that the money in the housing trust fund may be used for such activities as rehabilitation, new construction, and RCAs *subject to the provisions of* N.J.A.C. 5:94-4.4(d). That section states that "payments in lieu of constructing affordable units on-site shall only be used to fund eligible affordable housing activities *within* the municipality pursuant to a spending plan in accordance with N.J.A.C. 5:94-6.12." N.J.A.C. 5:94-4.4(d).

Zoning that does not require a growth share set-aside or a payment in lieu of may still be subject to a development fee. N.J.A.C. 5:94-4.4(b). A municipality may adopt an ordinance requiring the payment of a development fee for all or specific types of construction or development in a township, with the receipt of the required development fee to be held in an affordable housing trust fund. N.J.A.C. 5:94-6. Affordable housing developments are exempt from development fees. N.J.A.C. 5:94-6.8.

Ewing Township's Housing Element and Fair Share Plan has been certified by COAH through 2007. It is recommended that the Township immediately adopt a growth share ordinance consistent with the new COAH rules, as Ewing's growth share obligation for the Third Round will include growth from all residential and non-residential development approved during the 2004-2014 time period. Further, the Township should also proactively seek certification of a new Housing Element and Fair Share Plan prior to the expiration of the current certification in 2007.

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Section V - Circulation Plan Element

Introduction

The transportation system within and surrounding Ewing Township is a vital asset that supports the economic engine and creates a significant attractiveness of residing in the Township. Including road ROW, the Township occupies 15.33 square miles in northwestern Mercer County. The Township population from the 2000 Census is 35,707, with an employment base of 17,522. Ewing is an established older suburban town that experienced a slight population increase of about 1,500 people during the 1990's. There were 12,924 housing units in 2000 that signified an increase of about 400 units over the 1990 Census. According to the revised DVRPC population projections, 38,717 residents will reside in Ewing Township by 2025. A Circulation Plan must address how the needs of these additional residents, concurrent employment and social activity can be accommodated.

Due to more rapid growth in other parts of Mercer County, there has been a change of commercial uses along Olden Avenue, Spruce Street and Arctic Parkway, and significant highway improvements near the Interstate 95 interchanges that have affected the traffic patterns in the Township. Some retail activity and auto dealerships have shifted locations to the Route 1 Corridor from the Olden Avenue corridor; however, the relocation of these uses has been supplemented by the recent development of an Aldi's, Home Depot and Shop Rite. A new Courtyard Marriott has located near the Interstate 95 interchange with Scotch Road and Bloomberg Financial recently was approved for approximately 1.2 million square feet of office space on the Atchley tract. Refer to Figure 2.0, *State-Owned Parcels & Significant Private Development* for the location of these recent development projects.

With TCNJ located along Route 31, the Township has an exceedingly large population in the school age cohorts of 11,197 or 31% of the population. Almost half (5,515) of the students are college or graduate students. TCNJ is in the midst of a growth period, with the construction of additional dormitories, classroom buildings and expanded parking that includes a new 1,100 space parking deck.

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The school age cohorts of 15 to 24 year olds comprise 20.5% of the Township's population compared to 11.9% of the statewide population. Public school children from Kindergarten to 12th grade account for 3,877 students.

The Township is served by Interstate 95 from the Scudder Falls Bridge connecting New Jersey and Pennsylvania, state highways 29, 31 and 175, several county routes, and many local roadways as well as the West Trenton passenger rail station providing SEPTA service to Philadelphia, and numerous NJ Transit bus routes.

The number one goal for the transportation system is to provide safe and efficient movement for all roadway users. This includes motor vehicles, transit users, pedestrians and bicyclists. Most streets throughout the day have acceptable levels of service and Ewing should emphasize keeping the existing system in good repair. Areas of congestion include Interstate 95, Bear Tavern Road, Parkway and Olden Avenue, and State Route 31 during the morning and afternoon peak hours near major employers and schools. Some critical transportation investments could strategically enhance the mobility and accessibility for residents and a reasonable level of development consistent with the land use plan.

Transportation Legislation

There have been a number of legislative enactments impacting existing and future circulation patterns in the Township of Ewing. Specifically, those events include the adoption of the Residential Site Improvement Standards (RSIS), New Jersey's Speed Hump Law, other Environmental and Smart Growth policies, Fast Track Permitting Process, and pending federal legislation that replaces the Transportation Efficiency Act for the 21st Century (TEA-21).

Residential Site Improvement Standards (RSIS)

The RSIS took effect on June 3, 1997 and provide the minimum engineering design standards for any local residential subdivision or site plan application submitted to a Planning or Zoning Board. These are also the maximum standards a Board may require of an applicant.

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The RSIS preempt existing municipal improvement requirements for the technical aspects of residential site improvement. The standards apply only to residential development. The rules do not apply to mixed-use (i.e., residential and commercial) development unless the residential portion of the development is separable from the commercial portion and the application of the RSIS is practical. Exclusively residential projects, regardless of proposed density, are governed by the RSIS.

The RSIS governs pavement widths, parking, the size and arrangement of water supply, sanitary sewers and stormwater management systems and the installation of curbs and sidewalks. Landscaping, shade trees, transit stops, noise barriers, snow removal, guarantees and the ability of municipalities to assess developers for off-site improvements are all outside the scope of the RSIS. Separate bicycle paths and lanes are required only if such paths and lanes have been specified as part of the Township's adopted Master Plan and/or official map.

The residential design standards for roads are based on the RSIS that identifies the ROW, pavement widths and sidewalk width with and without on-street parking by the anticipated traffic volume for the new road. The RSIS differentiates between major and minor collectors and require varying cartway and ROW widths based on average daily traffic.

The RSIS will be enforced in the same way local municipal site improvement standards have been enforced. The RSIS simply replaced municipal technical standards with uniform standards for residential site improvements. Any future roadways serving residential development added in the Township will be classified based on the RSIS.

A-2166

This bill permits municipalities to construct speed humps on certain local roads that meet defined criteria. It was signed on July 14, 2004 and compels NJDOT to establish a design standard for speed humps by the effective date of the law November 14, 2004. A municipality may consider adding speed humps on local roads located entirely within their municipality that are posted at 30 mph, or less

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and have daily traffic volumes of 3,000 vehicles or less. A speed hump provides a gradual three or four inch rise in pavement as compared to a speed bump that provides a narrow jolt to traffic unless the driver brings the vehicle to a near stop to crawl over the bump. In addition to speed humps, other traffic measures could be explored, such as neckdowns, bump-outs, traffic circles or center islands, to create a traffic calming system, rather than relying exclusively on speed humps. Speed bumps, not sanctioned for public streets, have been more commonly used in shopping centers to better protect pedestrians moving from parking to stores when crossing live travel lanes.

National Transportation System

The Federal-Air Highway Act of 1973 stated that in order to receive funding for Federal-Air highways, the implementation of functional classification systems was required. In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was passed to restructure the Federal-Air Highway Program to include a more comprehensive set of transportation modes. Under ISTEA, each state was responsible for assembling their own National Transportation System (NTS) Plan and jurisdiction includes intrastate and interstate travel, access to ports, airports, intermodal facilities, military bases, passenger rail lines and freight facilities.

Until August 2005, Congress and the President were unable to enact the successor to TEA-21 and had relied on continuing resolutions to keep the federal transportation programs going. National Economic Crossroads Transportation Efficiency Act (NEXTEA) built on the TEA-21 and ISTEA. The NEXTEA combines the continuation and improvement of previous programs with new initiatives to meet the challenges of improving safety as traffic continues to increase, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the federal surface transportation programs for a 5-year period between 2005-2009. With guaranteed funding for highways, highway

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safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility for solving transportation problems in their communities

Notwithstanding, the active NJDOT Local Government Services projects, the DVRPC and other agencies have several planning efforts recently completed and underway.

Annually, Mercer County provides input to the DVRPC regarding projects that should be programmed in the Transportation Improvement Program. For additional transit service, Ewing may consider the Community Shuttle Service, Jobs Access Reverse Commute or CMAQ (Congestion Management Air Quality) programs as possible funding sources. NJDOT has several state-funded Local Aid Programs that Ewing Township can submit applications for specific projects. These programs can be used to address major items that need to be repaired or upgraded.

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Existing Conditions

In developing the overall Circulation Plan for Ewing Township, an inventory of existing circulation conditions was prepared to identify and evaluate the location and types of facilities for all modes of transportation. Planned and proposed transportation improvements were identified. The functional classification system of the Federal Highway Administration and the characteristics of existing transportation facilities were summarized.

Ewing Township residents have a high dependency on the automobile, particularly the single occupancy vehicle, similar to other suburban municipalities with the state of New Jersey. The mean travel time to work for Ewing residents is 22.2 minutes, compared to 27.1 minutes for Mercer County residents, and 30.0 minutes for the statewide average. The commute rate as a single occupant vehicle is 77.6% slightly higher than the county and state averages. Transit use is slightly lower than the county and state numbers, indicating that work destinations are not accessible to transit. The walk to work rate of 6.9% is higher than the county and state averages. This shows the importance of having a sidewalk system that connects to more than just residential neighborhoods. The two largest employers are the state of New Jersey and NJM.

Table 15.0 shows the journey-to-work travel mode data from the Ewing Township compared to Mercer County and the state as obtained from the 2000 Census. Table 16.0 shows the journey-to-work breakdown by Census tract. A map of the Census tracts is appended to the circulation element.

Table 15.0
Journey-to-Work Data (Live in Ewing)

	Drove Alone	Carpool	Public Transit	Walked	Other Means	Worked at home
EWING	77.6%	9.9%	2.8	6.9%	0.4	2.4%
MERCER CO.	73.3%	11.0%	6.9%	4.5%	1.1%	3.2%
NEW JERSEY	73.0%	10.6%	9.6%	3.1%	0.9%	2.7%

Source: US Census2000, Table DP-3

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Table 16.0

Journey-to-Work Data (Ewing Census Tract)

Tract	Commuters Number	Drove Alone	Carpool	Public Transit	Walked	Other Means	Worked at home	Minutes to Work
34	1,369	75.7%	15.6%	2.3%	1.6%	0.0%	4.8%	21.5
35	3,039	83.2%	10.4%	3.3%	1.2%	0.9%	0.0%	23.9
36.01	1,756	81.9%	9.7%	5.4%	0.7%	0.7%	1.5%	21.7
36.02	1,582	79.6%	14.1%	2.5%	2.0%	0.6%	1.2%	20.8
37.03	3,471	59.3%	8.6%	1.0%	28.9%	0.2%	2.1%	19.4
37.04	1,080	83.1%	8.9%	1.6%	2.4%	1.1%	2.9%	23.2
37.05	2,721	92.0%	8.6%	2.8%	1.7%	0.0%	3.3%	22.6
37.06	2,118	92.5%	6.8%	4.1%	0.0%	0.0%	3.4%	25.4
Total	17,136	79.8%	9.9%	2.8%	6.9%	0.4%	2.4%	22.2

Source: US Census2000, Table DP-3

Public Transportation

Commuter Rail

Ewing Township is served by the SEPTA R-3 West Trenton line. The West Trenton Rail Station handles about 160 boardings each day. There is parking on each side of the track, however it is inadequate to serve the current number of commuters. The Township will analyze the effects of re-aligning Railroad Avenue to provide an opportunity for additional parking at the station. The intersection is at a skew to Grand Avenue and the adjacent railroad bridge makes it difficult to see various traffic flows. Additionally, by closing off the intersection, parking could be expanded to serve the rail customers. The trade-off is some minor additional traffic along residential streets during the morning and evening commute.

NJ Transit is studying the possibility of restoring connecting service to the northern part of the state through Somerset County. This important interconnection could connect Philadelphia to New York/Newark. The feasibility study will help locate stations and could use the West Trenton Station to connect to the Trenton-Mercer Airport in Ewing or Merrill Lynch in Hopewell. This would provide additional transit options for users to consider. The West

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Trenton Station is currently underserved by bus service. Only the NJ Transit 608 bus connects to the station and expanded service could become part of a Transit Village or hub to allow transfers between modes and open up wider markets for transit users. Ewing, Mercer County and NJ Transit should cooperate to expand the transit markets around the train station.

Bus Service

Bus service in Ewing Township is primarily provided by NJ Transit. Several of the bus routes provide connections to the NJ Transit Rail Service at Trenton.

The Central Jersey Forum is studying with DVRPC and other agencies the possibility for use of Bus Rapid Transit to reduce congestion on Interstate 95 and Route 1.

Table 17.0 shows the nine NJ Transit bus routes serving Ewing Township, the start and end points, and transfer points within Ewing Township are provided. Additionally, Figure 12.0, *Transit Routes*, provides a graphic presentation of each of the routes within Ewing Township.

Table 17.0
New Jersey Transit Bus Routes in Ewing Township

Line	Schedule Stops in Ewing	Start/End Destinations
601	College of NJ, Green and Ewingville, Prospect and No. Olden	TCNJ, Trenton, Hamilton Marketplace
602	Pennington and Ewingville, ETS (Reed and Phillips)	Pennington- Trenton
603	Connecting to 601,602, 604, 606, 607, 608, 609	Mercer Mall, Quaker Bridge Mall, Hamilton Marketplace
604	Connecting to 601,602, 603, 606, 607, 608, 609	East Trenton –Trenton Rail Station
605	Connecting to 603, 606, 609	Montgomery- Princeton- Quaker Bridge Mall
606	Connecting to 601, 602, 603, 604, 607, 608, 609	Princeton-Mercerville- Hamilton Marketplace
607	Bear Tavern Rd. Loop, Mountain View Complex, Parkway and Scotch,	Ewing- Trenton- Independence Plaza

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	Parkway and Parkside	
608	W. State and Calhoun, W. State and Sanhican, Grand and Upper Ferry, River and Wilburtha, State Police Barracks	Hamilton- West Trenton-limited Lambertville
609	NJDOT, Library for the Blind	Ewing, Quaker Bridge Mall, Mercer County College

Source: NJ Transit

Several NJ Transit bus routes serve Ewing Township. NJ Transit provides buses that go through Ewing and provide service to Trenton, the Route 1 Malls, Mercer Community College, the NJDOT, Olden Avenue and the Library for the Blind and Handicapped on Stuyvesant Avenue. September 2004 passenger counts are for the total service on the route and not just Ewing boardings and deboardings. Longer routes cover more than one fare zone and are noted in the descriptions. A narrative description of the routes follows.

601

The 601 Bus serves Ewing, TCNJ, Trenton and Hamilton. The route starts at the Student Center of the College goes out to Green Lane, to Parkside Avenue along Olden Avenue to Prospect Street, onto West State Street and continues to the Hamilton Marketplace. Transfers are permitted along State Street, South Clinton Avenue at the Trenton Train Station, and Arena Drive. Service is provided seven days of the week. This one-zone route serves 1,149 one-way weekday passengers.

602

The 602 Bus serves Trenton, Ewing and limited service to Educational Testing Services (ETS) Ewing and East Trenton. In Ewing, the Route travels along Route 31 and allows transfers at Parkway and Pennington to the 607 and at Prospect and Pennington to the 601. No Sunday service is provided. This two-zone route serves 314 one-way weekday passengers.

603

The 603 Bus is accessible by transferring from one of the Ewing buses and continues to Nassau Park in Princeton and Hamilton Marketplace.

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604

The 604 Bus is accessible by transferring from one of the Ewing buses and continues to East Trenton, State offices, and the River Line. The main transfer points are at the Trenton Train Station at South Clinton Avenue, and two locations along State Street at North Warren and South Broad. Weekday-only service is provided.

605

The 605 Bus is accessible by transferring from the 603 or 609 bus at Quaker Bridge Mall. The route serves Montgomery Township and Princeton.

606

The 606 Bus is accessible by transferring at several points and connects Princeton to Hamilton Marketplace with stops in Lawrence, Trenton, Washington, and Mercerville.

607

The 607 Bus serves Ewing, Trenton and Independence Plaza. It operates seven days a week with the route traveling from the Bear Tavern Loop, past the Trenton-Mercer Airport, down Parkway Avenue and along Pennington Road into Trenton to Waterfront Park and along Lalor Street in Trenton to the Independence Plaza. This one-zone route serves 1,083 one-way weekday passengers.

608

The 608 Bus serves Ewing, Lambertville to the north and Trenton / Hamilton. It operates seven days a week with stops at several hospitals and the West Trenton Train Station. This multi-zone route serves 2,152 one-way weekday passengers.

609

The 609 Bus serves Ewing, including the NJDOT, the NJ Library for the Blind and continues through Trenton to Mercer County College and Quaker Bridge Mall. It operates seven days a week. This two-zone route serves 3,920 one-way weekday passengers.

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Greater Mercer Transportation Management Association

The Greater Mercer Transportation Management Association (GMTMA) provides carpooling and ridesharing information to employers and people employed in Ewing Township. With concern for gas prices, traffic congestion during peak hours and air quality, the Township and major employers can coordinate efforts to maximize reducing travel demand on Ewing roads.

Shuttle Service

A recent agreement between Mercer County, Ewing Township and New Jersey Transit has been approved that will establish shuttle service to carry passengers to and from bus stops near residential communities adjacent to the Olden Avenue Redevelopment Area and businesses along Olden Avenue. Service is to begin in late 2006 or early 2007 and will be offered during peak morning and evening hours and possibly other times. The goal is to improve access to NJ Transit bus and train lines that connect with the Trenton Train Station and the River Line Light Rail Station.

Transit Conclusions

For the near term, Ewing Township is encouraged to seek a community shuttle that serves various NJ Transit bus routes and connects the Olden Avenue corridor to bus corridors at Parkway Avenue, Route 31, Parkside Avenue, Prospect Street and Princeton Avenue. Four bus routes intersect Olden Avenue but do not operate extensively along Olden Avenue. Only the Route 601 runs on Olden Avenue for about 0.2 of a mile. A shuttle will connect several bus lines, improve access to the West Trenton and Trenton train stations, including the River Line Light Rail Station, improve transit access to meet the needs of Olden Avenue residents and connect to major employers along Olden Avenue. The Township, in conjunction with Mercer County's Department of Transportation and Infrastructure, has applied to NJ Transit for the shuttle program.

Depending on the success of this shuttle during the off-peak non-commuter hours, it could be used by the community for other worthwhile endeavors such as a direct mall shuttle from the High School to after school jobs, senior activities or Township recreation trips with the cooperation of Mercer County. Opportunities to work with the county, schools, Township Recreation

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Department and resident associations to serve additional sub-areas and communities in the Township could yield significant positive benefits through the community shuttle. Coordination with adjacent municipalities could address regional transit issues.

Where appropriate, NJ Transit should be involved in, and kept apprised of, any significant development approvals in order to assess impacts on existing routes, recovery times and bus and transit stops. The establishment of a crosstown route that serves residents and businesses should be considered to stimulate the revitalization of the Olden Avenue corridor. With the extensive development of the Atchley Tract, there could be opportunities to connect the development to bus service between major centers and to critical residential developments. NJ Transit invites community input to help adequately serve the municipality, residents and future developments in the Township. Besides a community shuttle, the Township can explore the Job Access Reverse Commute Program to assist in serving new and existing employment centers.

The Township should continue to coordinate with Mercer County Transportation Resources to Aid the Disadvantaged and Elderly (TRADE) and TCNJ to provide transportation to different segments of the underserved populations.

Finally, the Township should explore the option of relocating the West Trenton Train Station to the Naval Air Warfare Center or the GM site. This relocation could create a new transit village that could increase transit use, provide additional parking to serve the transit facilities and encourage the mixed use of office, retail and residential components that creates a pedestrian and transit friendly community of place.

Accident Data Analysis

Based on the input from the Township's Police Department, accident reports were obtained and tabulated. These reports are not necessarily all the accidents for each year but represent the data provided to analyze.

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Accident report data for Township of Ewing was obtained for the immediate past two-years (2002 and 2003). The data was assessed to identify locations with unusual accident history in order to highlight areas for further/detailed accident study and could be used to suggest appropriate mitigation aimed at enhancing safety. Accident data showing more than 20 accidents per year was disaggregated by type to enable postulation of accident causes in terms of geometry and traffic control devices.

A review of the data identifies a total of 229 accidents in Ewing Township for 2002 and 2003. Of these, a total of 142 (62%) accidents occurred along Olden Avenue between Pennington Road and Princeton Avenue with the highest frequency occurring in the area of Arctic Parkway (39, 17%), Prospect Street (32, 14%), Parkside Avenue (28, 12%) and Pennington Road (24, 11%).

In 2003, 54 accidents occurred at intersections within Ewing Township. Of the 54 intersection accidents, 13 (25%) occurred at the intersection of Lower Ferry Road with Parkway Avenue and nine (17%) occurred at the intersection of Olden Avenue with Parkside Avenue. A further review of the accident types at these two locations identified that ten of the accidents at Lower Ferry Road involved southbound vehicles turning left from Parkway Avenue with through vehicles along Lower Ferry Road. At the intersection of Olden Avenue and Parkside Avenue, six of the accidents involved through vehicles along Olden Avenue hitting through northbound vehicles. This could indicate red light running or signal visibility questions that need to be addressed. A total of 22 accidents occurred at various intersections along Olden Avenue.

One fatality occurred in 2003 along Olden Avenue in the area of 5th Street. Accidents with injuries totaled 112, which translate to approximately 49% of all the accidents that were reported. The highest number of accidents with injuries (15) occurred along Olden Avenue in the area of Pennington Road, with 12 accidents with injuries occurring along the same avenue in the area of Prospect Street and Arctic Parkway. Of the accidents with injuries, 78 (70%) occurred along Olden Avenue.

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The Summary indicates that many accidents occur at or near intersections and that driver inattention or the complexity of traffic conflicts near the intersections contributes to these locations experiencing more accidents. Each location needs further analysis to see if geometric, access management, or other visibility issues could be addressed to mitigate the circumstances at various locations. Another option that may be considered is lowering the speed limit to create more time for drivers to react to situations along the roadway. In addition to Olden Avenue and State Route 31, Upper Ferry Road/Ewingville Road, Parkway Avenue and Lower Ferry Road are also known to have frequent accidents. The only fatality recorded in the Township occurred at Olden Avenue and Fifth Street.

Truck Routes

Interstate 95 provides the major thoroughfare for truck traffic through Ewing. Several interchanges provide local access to Ewing at State Route 29, Bear Tavern Road, Scotch Road, State Route 31, and Federal City Road. Interstate 95 is a six-lane divided highway with a 65 mph speed limit. The other principal truck routes include State Route 31 (Pennington Road), Olden Avenue, Parkway Avenue, Eggerts Crossing Road, Spruce Street and Ewingville Road. In order for businesses to prosper and commercial vitality to enliven the Township, a tolerance of the need to support truck movements on various network roads is required. Certain substandard bridge clearances on Scotch Road, Grand Avenue and Bear Tavern Road need to be corrected to improve truck flow to businesses in the township.

The major concerns with large trucks are turning movements at intersections, excessive speed in neighborhoods, and noise along Interstate 95. The interchanges along Interstate 95 in Hopewell that serve Ewing have been upgraded and truck movements at Federal City Road are limited. Regarding the project at Scudder Falls Bridge, special care for truck movements during the interchange reconfiguration should be a priority. Yield movements at many ramp junctions do not follow normal traffic patterns and thus create hazardous situations. Traffic along Interstate 95 experiences congestion during the AM and PM peak hours.

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Roadway Jurisdiction

The roadways within Ewing Township consist of a network of interstate, state, county and local facilities. The existing roadway network is quite extensive; however, portions lack adequate capacity for current traffic volumes. This results in traffic congestion and inadequate levels of service that reduce mobility, impedes access to activity centers and impacts quality of life. There is limited opportunity to increase roadway capacity; therefore, improvements that maximize the efficiency of the existing network and increased mass transit usage are encouraged. Table 18.0 lists the important roadways within Ewing Township and its jurisdiction.

Table 18.0
Roadways Jurisdiction

New Jersey Department of Transportation
Interstate 95
NJ Route 29
NJ Route 31
NJ Route 175
Mercer County
CR 579 (Sullivan Way, Grand Avenue, Bear Tavern Road)
CR 613 (Spruce Street)
CR 622 (North Olden Avenue)
CR 627 (Prospect Street/Buttonwood Drive)
CR 634 (West Upper Ferry Road, Parkway Avenue)
CR 636 (Parkside Avenue, Ewingville Road, Upper Ferry Road)
CR 648 (Whitehead Road and Whitehead Road Extension)
Ewing Township
Wilburtha Road
Lower Ferry Road
Green Lane
Eggerts Crossing Road
Federal City Road
Bull Run Road
Rockleigh Drive

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Functional Classification

Functional Classification is the systematic organization of highways and roadways into separate classes or groups, based upon their intended service function. According to nationally recognized agencies, there are three types of roadway under the functional classification hierarchy, including arterials, collectors and local roads. Arterials circulate the most traffic, serve primarily regional trips and emphasize mobility over the accessibility to any particular property or development. Collectors serve to balance mobility with the accessibility needs of property owners. Local roads serve the accessibility function more than mobility function. The local road system is necessary to provide maximum accessibility to the transportation network. Ewing Township also has transit service (bus and rail) that complements accessibility, which can reduce the amount of direct access needed to particular land parcels.

The classification system should be seen as a supplement to the notion of community and place making in the Township. It is important to ensure that adequate provisions are available for pedestrian travel in appropriate areas and that a human scale of transportation is established in these areas rather than primarily focusing on motor vehicle traffic flow. In redevelopment areas and along commercial corridors, a network of sidewalks and streetscaping would promote increased pedestrian use. The heterogeneous nature of sidewalk condition throughout Ewing is a health, safety and welfare issue. An investigation into sidewalk condition is warranted, and an ordinance that ensures the proper maintenance (snow shoveling, leaf removal, hedge and branch intrusion, etc.) of sidewalks abutting private property should be considered.

For an urban roadway network such as Ewing Township's, the arterials are further divided into interstate, urban freeway, principal arterial, and minor arterial. See Figure 13.0, *Functional Classification System*, for an illustration of the Township's roadway classification.

Interstate

The interstate system is a limited access principal arterial designed to carry high

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volumes of traffic at high speeds, to and from major metropolitan activity hubs and between major rural connections. Access points are specifically controlled at interchanges requiring Federal Highway Administration (FHWA) approval to modify or add interchanges. This roadway system is designed for longer trips and emphasizes carrying commercial and passenger traffic desirous of bypassing the downtown metropolitan area. The urban principal arterial system can be further broken down into three types of roadways: interstate; other freeways and expressways; and other principal arterials (with various controls of access).

Interstate 95

Interstate 95, although signed as north and south, actually traverses in an easterly-westerly direction through the northern part of the Township. It is a six-lane divided highway with a posted speed of 65 mph and Access Level 1 classification under the *New Jersey State Highway Access Management Code*. It traverses into Pennsylvania across the Scudder Falls Bridge from milepost 0.00 to 2.37 and is also in Ewing Township from milepost 3.36 to 4.00. Interchanges serving Ewing are at State Route 29, Bear Tavern Road, Scotch Road, State Route 31 and Federal City Road.

Urban Freeway

An urban freeway is part of the principal arterial system is designated to carry very high volumes of traffic at high speeds that also have very limited direct access to land abutting the highway. In Ewing Township, State Route 29 is both an urban freeway and part of the state's designated Scenic Highway Corridor.

State Route 29

For almost 2½ miles, State Route 29 is generally a four-lane divided roadway in Ewing Township from milepost 6.93 to 9.40. State Route 29 is two lanes with a 45 mph speed limit north of the Canal. South of the Canal, it has a 55 mph speed limit and an AL 1 under the *State Highway Access Management Code* that is subject to change based on ongoing scoping designs at NJDOT. As part of the Scudder Falls Bridge interchange, limited access and potential redesign of the ramping system is recommended.

Principal Arterial

An urban principal arterial system is designated to carry very high volumes of

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traffic at high speeds, to and from major metropolitan activity hubs, and between major rural connections. Access points are subject to spacing requirements under the Access Code ranging from 150 feet at 35 mph to 230 feet at 45 mph.

State Route 31

State Route 31 (Pennington Road) is essentially a four-lane undivided highway through Ewing Township from milepost 1.15 at Parkway Avenue to milepost 4.72 between Rockleigh Drive and Interstate 95. It generally has a 35, 40 and 45 mph posted speed limit and several traffic signals. Under the Access Code, the State Route 31 cross-section matches the desirable typical section (4C- four lanes, undivided), therefore traffic volumes and future growth is essentially managed by the current constraints on the highway. The access level along this link is AL 4 (right turn access to and from an access point and left turn ingress via a left turn lane and left turn egress from an access point) and AL 3 (right turn access to and from an access point with left turn access via jughandle when signalized spacing standards are met).

Minor Arterial

An urban minor arterial street system is designed to carry high volumes of traffic with slightly greater land access and less traffic mobility than a principal arterial system. It should be the primary link between the principal arterials and collector roadways. Minor arterials should not intrude into residential neighborhoods.

State Route 175 (River Road, Wilburtha Road, Upper River Road)

State Route 175 is a two-lane undivided roadway without shoulders. It has a posted speed limit of 35 mph and runs south to north in Ewing from Afton Avenue (mp 0.25) to State Route 29 just north of Interstate 95 at milepost 2.95. Under the Access Code, no widening of the road is envisioned with the desirable typical section and the road is classified Access Level 6, the less restrictive form of access as under the Access Code the road is classified a local route. Development potential in this area is limited.

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Sullivan Way/ Grand Avenue/ Bear Tavern Road (CR 579)

County Route 579 extends outside Trenton at milepost (MP) 0.58 to MP 4.29 through Ewing and into Hopewell as a two-lane urban collector and urban minor arterial with speed limits ranging from 40 to 45 mph. There are two traffic signals along the minor arterial segment from West Upper Ferry Road to Jacobs Creek at milepost 4.29. At the traffic signal with West Upper Ferry Road, there is a widening for turning lanes controlled by a three-phase traffic signal. There is also a minor widening near the NJM access road on Sullivan Way. The speed limit is 40 and 45 mph along this segment. Access to the Trenton-Mercer Airport and some shopping near the West Upper Ferry Road are the adjacent land uses.

Scotch Road (CR 611)

Scotch Road (CR 611) extends from Parkway Avenue (MP 0.00) north into Hopewell Township at milepost 2.12 as an urban minor arterial. There is a severe curve near the historic cemetery and church at Carlton Avenue. Additionally, north of the Glen Roc Shopping Center there is a low clearance railroad bridge just north of Upper Ferry Road that restricts truck movements. Across from Upper Ferry Road is Scotch Run complex, a new condominium development. There are four traffic signals along this segment south of Interstate 95 and the posted speed limit is 40 mph. Continuing north is the Trenton-Mercer Airport and new Marriott Hotel just south of the Interstate 95 interchange. Further north of Interstate 95 is the Merrill Lynch Office Complex in Hopewell. A new approach to Scotch Road south of Parkway Avenue is under construction and will eventually connect to Silvia Street. Along Silvia Street, about 80,000 square feet of office space and 110 condominium units are being developed.

Spruce Street (CR 613)

County Route 613 connects Princeton Avenue (Route 206) in Lawrence Township to Parkside Avenue/ Ewingville Road in Ewing as an urban minor arterial with a 35 mph limit in Ewing Township along a two-lane roadway. A traffic signal is located at the Parkside/ Ewingville location and another at Arctic Parkway. With the concerns about a *big box* store locating along Spruce Street in Lawrence Township, Ewing Township would prefer truck delivery access to be concentrated onto US Highway Route 1, away from residential and school areas.

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A signal may be needed at Spruce Street and Capitol Plaza, if such development occurs in this area.

North Olden Avenue (CR 622)

The North Olden Avenue Extension continues outside Trenton near Route 206 to Parkway Avenue as an urban minor arterial. It is an undivided four-lane county facility with a 40 mph speed limit for the 2.23 miles in Ewing and seven traffic signals along the commercial corridor. Within the last two years, three major commercial operators opened a Home Depot opposite Arctic Parkway, a Shop Rite near Prospect Street and Parkside Avenue and an Aldi food store. Development is adjacent to the highway and there are sidewalks along part but not all the corridor. Ewing Township is pursuing community designs that could slow traffic through a *road diet* to improve pedestrian accessibility and a *Main Street* appearance. This is dependent on cooperation and coordination with Mercer County.

West Upper Ferry Road/ Parkway Avenue (CR 634)

County Route 634 starts from the intersection with State Route 175 and continues over to Parkside Avenue at the Ewing - Trenton border as an urban minor arterial. The road is two lanes for about 1.8 miles and four lanes undivided for the remaining 3.13 miles, with speed limits varying between 35 and 40 mph in Ewing Township. There are nine (9) traffic signals along the 4.93 miles. Commercial activity from DeCou Avenue east to Olden Avenue predominates with the Scotch Road Shopping Center, NJDOT Headquarters and Ewing High School being the three largest land uses along this link. A land use analysis of this section of Parkway Avenue was conducted and is discussed in the Land Use Element. Currently, the fourth approach to the Scotch Road intersection is under construction and eventually this approach can tie into Silvia Street which connects to Sullivan Way.

Lower Ferry Road

Lower Ferry Road begins at State Route 29 and continues through Sullivan Way/Grand Avenue, Parkway Avenue and to Upper Ferry Road as a two-lane minor arterial. North of Upper Ferry the roadway changes to an urban collector and leads into Hopewell. It crosses the D&R Canal and there are five (5) traffic

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signals along this low speed roadway. From State Route 29 to Sullivan Way the speed limit is 25 mph and east of Sullivan Way, the speed limit is 40 mph. Near the Delaware River, the New Jersey Manufacturer's Office Headquarters and the Trenton Country Club are located along the roadway. The intersection at Stuyvesant Avenue is unsignalized and poses potential problems due to high speeds along Lower Ferry Road and the level of traffic coming from Stuyvesant Avenue.

Parkside Avenue / Ewingville Road / Upper Ferry Road (CR 636)

CR 636 continues outside Trenton from Parkway Avenue (MP 0.91) to Scotch Road (MP 5.71) as an urban minor arterial. It is an undivided county road with ten traffic signals that varies from two to four lanes with speed limits from 30, 35 and 40 mph for the 4.80 miles in Ewing. Access to local schools, TCNJ, State Route 31, Interstate 95 via Federal City Road and Scotch Road are provided along County Route 636. For ease of using different segments of the same road, the Township may want to consider consolidating names along County Route 636.

Prospect Street (CR 627)

This short 1.28 mile urban minor arterial has five traffic signals along the two-lane segment that connects West State Street in Trenton to Parkway Avenue and crosses North Olden Avenue north to Buttonwood Drive. The posted speed is 25 mph south of Buttonwood Drive and 40 mph. north of Parkside Avenue where the road is classified as a collector. It is recommended that Mercer County include a traffic signal at the Prospect Street and Spruce Street intersection to improve the safety and efficiency of the intersection, which will be the primary recipient of increased traffic levels from future development in the area.

Federal City Road

Federal City Road starts at the Ewingville Road intersection and continues north to Bull Run Road, Interstate 95 and into Hopewell Township. It is a 35 mph minor arterial with residences along the Ewing portion of the road. At Bull Run Road, there is a church and access is provided to the Sypek Vo-Tech School.

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Collectors

An urban collector street system is designed to carry moderate volumes of traffic with an approximately equal emphasis on land access and traffic mobility. It should be the primary link between minor arterials and local roads. These roads may, but do not necessarily, run through residential neighborhoods.

Sullivan Way/ Grand Avenue/ Bear Tavern Road (CR 579)

County Route 579 extends outside Trenton at MP 0.58 to MP 4.29 through Ewing and into Hopewell as a two lane urban collector and urban minor arterial with speed limits ranging from 35 to 45 mph. There are two traffic signals along the collector segment from the Ewing/Trenton municipal border to West Upper Ferry Road. The speed limit is 40 and 35 mph along this segment. The railroad overpass along the corridor is need of upgrades. The major developments along the route include the Trenton Psychiatric Hospital, NJM and the Marie Katzenbach School for the Deaf.

Jacobs Creek Road (CR 637)

Jacobs Creek Road is a two-lane collector extending from River Road eastward to the Township boundary with Hopewell and Bear Tavern Road with a posted 25 mph speed limit. It then continues into Hopewell Township also as a collector.

Mountain View Road

Mountain View Road is a two-lane urban collector extending from River Road eastward to the Township boundary with Hopewell and Bear Tavern Road with a 35 mph speed limit. It then connects into Nursery Road (CR 647) and continues in Hopewell Township as a collector.

Bull Run Road

Bull Run Road is a two-lane urban collector extending from State Route 31 eastward to Federal City Road with a 35 mph speed limit. It runs parallel to Interstate 95 and connects to a residential area providing a buffer by having the Arthur Sypek School on the north side of the street between Interstate 95 and Bull Run Road.

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Carlton Avenue

Carlton Avenue is a two-lane urban collector extending from Scotch Road eastward to TCNJ at State Route 31. It serves mainly residential traffic with a low speed limit.

Theresa Street, Green Lane and Eggerts Crossing Road

Theresa Street is a two-lane urban collector extending from Lower Ferry Road to State Route 31. The collector jogs slightly south to become Green Lane and continues over to Ewingville Road. At the signal with Ewingville Road, another jog to the south occurs and the collector continues across on Eggerts Crossing Road into Lawrence Township connecting to US Highway 206 where it jogs twice more to connect over to US Highway Route 1. It serves mainly residential traffic with a low speed limit.

Somerset Road and Buttonwood Drive

Somerset Road and Buttonwood Drive are two-lane urban collectors extending from State Route 31 to Prospect Street. These roads serve mainly residential traffic with a low speed limit.

Local Streets

The remaining streets in Ewing Township are part of the local street system. For the most part, these streets are strictly residential in nature. There is a mix of curbed and uncurbed streets with posted or de facto 25 mph speed limits within the various neighborhoods. Based on community notification of township officials about concerns with speeding on certain streets or observations of cut-through traffic, the Township could consider a means to develop traffic calming tools to mitigate local traffic concerns.

The local street system links to the other street systems and provides direct access to adjacent land uses. The local road system is designed for lower speeds and should not be used by regional traffic. It is necessary that some local roads receive traffic calming measures to reroute through traffic to collectors and arterials, and to lower speeds in neighborhoods.

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Current Projects and Transportation Planning Studies

Table 19.0 includes projects and studies that the Township has recently completed or is working on this year or next year. Figure 14.0, *Current Projects and Studies*, provides an illustration of the location of these projects and studies.

Table 19.0
Current Transportation Projects & Studies

Project	Type of Work	Funding Source	Anticipated Start/ Finish Date
Bull Run Road- Construction	Construction	NJDOT- Local Aid	FY2004
Parkway Elementary School- sidewalks	Construction	NJDOT- Safe Streets	FY 2004
Olden Avenue Livable Communities	Planning Study	NJDOT/DCA	
Scudder Falls Bridge Improvement Study	Concept Study	DRJTBC	FY2004/ FY 2005
Trenton-Mercer Airport Multi-modal Transportation Study	Planning Study	DVRPC	Completed
General Motors Public Survey	Planning Survey	The College of NJ	Completed
Inter-municipal Vision Plan- "Mercer Crossings"	Planning Study	NJOSG- Mercer County-Urban Land Institute	September 2004
West Trenton Rail Analysis of Potential Future Service	Concept Study	NJ Transit- SYSTRA	In Progress
Transit Oriented Development Study	Planning Study	DVRPC/ NJ DOT	Underway
Feasibility Analysis of Sypek Center for Technology Park- Hopewell	Planning Study	TCNJ- NJOSG	Awarded
Natural Resource Inventory Conservation Element	Inventory	DVRPC	In progress
Comprehensive Development Plan	Plan	NJOSG-Ewing	Awarded
County-local cross acceptance	Plan	Mercer-NJOSG	In Progress
Mercer Crossing Transportation Study	Plan	DVRPC	2006 Work Program

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Mercer County Growth Management Plan

The Mercer County Growth Management Plan amended January 12, 2000 states, "Clearly, the capacity of our County highway network is becoming increasingly inadequate to accommodate the demands being placed upon it, demands which were never imagined by the original designers of the system." The Mercer County Highway Master Plan targets a Level of Service (LOS) D during the peak hours as the minimum level of service to provide. When locations fall to LOS E, the County conducts analysis to recommend and then implement improvements. The County has jurisdiction over 174 centerlane miles of County roads, 26.7 miles of which are in Ewing.

The Growth Management Plan evaluated all county roads with the goal of determining which roads need improvement, which roads do not function as a county route, and locations where there are missing gaps in the system. Roads to be built include a Scotch Road and Upper Ferry Connector around Trenton-Mercer Airport, the Scotch Road extension to Sullivan Way via Silvia Street, and the Bear Tavern Road and bridge replacement at Jacob's Creek. In order to provide more east-west connections, the Whitehead Road Extension connecting to US Route 1 between Ewing and Lawrence deserves attention or alternatives analysis to provide better east-west connections. Ewing should continue to collaborate with Lawrence Township, Trenton City and Mercer County to ensure proper traffic circulation and land use patters at jurisdictional borders.

The Growth Management Plan includes adding a segment from Parkway Avenue to Southard Street in Trenton. This also would promote better east-west travel.

The West Trenton Bypass could serve as a County collector between Parkway Avenue and Bear Tavern Road and deserves consideration by the County for updates to the Growth Management Plan. Some decisions on the trade-offs between traffic flow and residential impacts would need to be made to support construction and avert impacts to the airport.

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The Scotch Road Extension is proposed to extend between Parkway Avenue (CR 634) and Sullivan Way (CR 579) in the vicinity of the West Trenton Railroad Station. This project is currently underway and creates access to recent office development along Scotch Road and, in phase 2, approximately 110 apartments.

The replacement of a bridge and straightening of a curve is proposed on Bear Tavern Road, that will create a smooth flowing route that connects Ewing and Trenton to Hopewell and beyond into Hunterdon County.

Transportation Recommendations - Ewing Reexamination Report 1999

The Ewing Master Plan Update recognized that for a mature community, there is not a significant need to build extensive new public roadways. Some missing links were suggested and include the Atchley Road Connector, the Scotch Road Extension, the North Olden Avenue Connector and the Fifth Street Extension between Whitehead Road Extension and Spruce Street as a possible alternative to the Whitehead Road Extension.

Olden Avenue Revitalization

Olden Avenue is a designated redevelopment area in Ewing Township. Ewing Township has received a state Livable Communities grant to develop and design a strategic business plan for the corridor. The Redevelopment Authority is interested in developing streetscapes and increasing crosstown transit use along the corridor. Special emphasis is needed to enhance pedestrian activity along this commercial corridor, as business density and building proximity to the street is conducive for interconnecting access along the corridor. Additionally, the reliance on auto-dependent access has reduced the aesthetic appeal of the corridor.

The ULI study includes part of Olden Avenue, Arctic Parkway, Spruce Street and Brunswick Pike. The report on this is favorable; however, the concepts were not tested from a traffic perspective. Many of the ideas suggested in the report to encourage revitalization include using traffic calming to slowdown traffic and increase pedestrian and bicycle activity that are consistent with the emphasis of this Circulation Element. The ULI study emphasizes improving the grid pattern

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of roadways and proposes the eventual extension of Calhoun Street to connect to Olden Avenue through a possible redevelopment area.

Atchley Road Connector

Ewing Township was concerned that with significant development potential of the Atchley tract, rerouting traffic to prevent traffic impacts on the Village on the Green community should be ensured. The idea was to create a separate road between Interstate 95 and Rockleigh Drive to prevent cut-through traffic in the neighborhood. The concept as suggested in the previous plan is coming to fruition by the Bloomberg Financial Group with a new Atchley Road that will close-off the eastern end of Rockleigh Drive to have traffic access at Pennington Road, with a new signal serving Atchley Road. Local neighborhood traffic will turn onto Burke Drive at Atchley Road.

Scudder Falls Bridge and Route 29

Ewing Township and the Delaware River Joint Toll Bridge Commission (DRJTBC) are concerned with significant congestion at the Scudder Falls Bridge, and the Interstate 95 – State Route 29 Interchange. The Township supports improving capacity of the bridge, remedying interchange safety improvements and considering park and ride locations to reduce traffic in the area (there is a park and ride across the Delaware River on the Pennsylvania side). The Township is aware and understands that designs for State Route 29 in Trenton along the waterfront may impact the community design for this area. Additionally, improvements to the Scudder Falls Bridge are included in the DVRPC's long-range plan, *Destination 2030*.

Transportation Element Summary and Recommendations

The Ewing Circulation Plan recommends several actions to guide transportation improvements for the future. As mentioned before, the number one goal for the transportation system is to provide safe and efficient movement for all roadway users. This includes motor vehicles, transit users, pedestrians and bicyclists. Ewing Township has many opportunities to meld transportation improvements at the local and regional levels to support Smart Growth, manage travel demand, and increase transit, pedestrian and bicycle options. By working in partnership

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with various agencies, adjacent municipalities and private developers, a dynamic circulation plan will balance quality of life goals and community desires with essential reasonable land development growth. This can be done through traffic calming and explicit roadway designs. Transportation projects link people to vital activities in their community and provide connections between various land uses. The Circulation Plan suggests limited strategic roadway improvements that are needed to provide for future growth and development of Ewing Township. See Figure 15.0, *Strategic Roadway Improvements*, for the location of these roadway improvements.

Ewing Township

With the expected development of the Atchley Tract (over one million square feet office) and other major developments, there should be significant efforts to extend rail and bus service to the northern section of the Township that will serve future transportation needs. With the development of the Bloomberg project, Atchley Road is proposed to be built north of Rockleigh Drive. This will relieve the local neighborhood of possible adverse traffic impacts as unwanted cut-through traffic will be eliminated between State Route 31 and Upper Ferry and Lower Ferry Road. Subsequently, Rockleigh Drive would be cut off from State Route 31 and residential traffic will be rerouted to Burke Drive and then Atchley Road to connect to a proposed new traffic signal at Atchley Road and State Route 31. Under the Mercer County Transportation Development District, there are improvements scheduled for Ewing Township that should proceed and may need to be supplemented by new potential development pressures in the vicinity of Interstate 95 and interchanges that access Ewing Township.

Olden Avenue is an established Redevelopment Zone in Ewing Township; as such improvements are warranted. It is divided into seven (7) areas including commercial areas and neighborhoods. The corridor is conducive to improving pedestrian access to businesses by completing sidewalks and upgrading access along the corridor. The design of the area is to reflect the land uses along that part of the corridor. As part of the ULI report, *Mercer Crossings*, additional development and redevelopment opportunities were analyzed and include potential street realignments and extensions to mitigate current and future traffic concerns in the area surrounding the convergence of the Ewing, Trenton and

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Lawrence. The Circulation Plan should consider the ULI report including the access improvements near the Capitol Plaza and possible street extensions to serve the region.

The Township should continue to support the full extension of Whitehead Road. At this time, the Whitehead Road extension does not appear to be a viable option under Mercer County's Capital Improvement Program, however if in the future the opportunity to extend the roadway is presented, the Township should offer its support of the project.

Near the GM site and opposite Scotch Road, development of a fourth approach at that intersection is occurring. More development can be expected in that immediate area when the Silvia Street extension is completed. The type of development should be designed to accommodate pedestrian and bicycle access from the surrounding environs. Given the environmentally sensitive nature of this area, it is recommended that development provisions (e.g. Environmental Impact Statement) or prohibitions be considered.

The GM and Naval Air Warfare Center sites have been under study as potential redevelopment area. Pfizer Worldwide Transportation Operations are coordinated out of the Decou Road facility near Trenton-Mercer Airport. The Township should consider the public survey results that can be used in developing a Vision Plan for this section of the township. The opportunity should utilize the *West Trenton Transit Oriented Development Neighborhood Planning Study* to help design a Transit Village.

Within the last few years, construction of a 130-room hotel near Scotch Road and Interstate 95 and a 120-unit apartment complex known as Scotch Run have also added to traffic along Scotch Road.

A new driveway providing alternate access to serve NJM on Sullivan Way and Lower Ferry Road will better distribute traffic from that business. The NJM site serves about 1,800 employees and 200 visitors on a typical weekday.

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To accommodate traffic in the area, a West Trenton Bypass would relieve some traffic along Parkway Avenue and especially help relieve the overburdened and constrained intersection in West Trenton near the West Trenton Post Office. The Post Office parking lot is severely constrained for the amount of customer activity at that Branch. Changes that could be required by FAA at the Trenton-Mercer Airport could impact the level and location of specific improvements.

Neighboring Municipalities

Hopewell

With the nearby development of the Merrill Lynch site in Hopewell Township, which has general development plan approval for several million square feet of office space, opportunities to increase transit should and are being investigated. Most of the traffic accesses the area through Interstate 95 and has minimal impact on Ewing Township, due to upgrades at key Interstate interchanges. Merrill Lynch could also benefit from the West Trenton Rail Extension and connections to the Raritan Service in Somerset County.

Lawrence Township

As mentioned before, near the Olden Avenue Corridor, Lawrence Township is considering an application for a Wal-Mart. The Circulation Plan is concerned about the regional traffic implications and Ewing Township should be involved in the site plan approval process to require measures to mitigate spillover traffic impacts into Ewing. Some of the guidance from the ULI report will address the traffic situation along Princeton Pike. A major focus or concern is the impact of traffic along residential streets. The need for major roadway improvements is accelerated based on development patterns of this size and significance.

Additionally, the environmental impact to the Shabakunk Creek and its drainage area within Ewing Township should be thoroughly considered when considering the Wal-Mart application. Comprehensive information regarding the environmental attributes of this area can be found in the Environmental Resource Inventory and the Conservation Element.

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Trenton

As part of the ULI report, *Mercer Crossings*, Trenton and the Brunswick Pike were included in developing a regional community vision for this section of Trenton, Lawrence and Ewing. Suggestions contained in the report should be evaluated in conjunction with the update of the Ewing Master Plan.

Traffic Calming and Bicycle Accommodations

Through a local committee or board, Ewing should develop a comprehensive bicycle and pedestrian improvement program. Efforts to link neighborhoods and businesses and create public spaces at various key spots in the Township should be considered. Pedestrian access to schools needs to be evaluated. The NJDOT has programs that can be used to fund improvements around schools.

Traffic Calming

There are several techniques available that neighborhoods concerned with cut-through traffic or high traffic volumes can use to lessen these impacts. In order to reclaim their neighborhoods, there are a variety of measures that could be used to reduce speed and traffic volumes in neighborhoods that contain high levels of school-aged children.

New Jersey has made available specific criteria to be used in determining whether speed humps are appropriate under A-2166. In centers, neckdowns of roads at intersections can increase pedestrian use and help emphasize the human scale of development in business areas. Chicanes or diverters also reroute traffic to effectively slowdown traffic or reduce through traffic volumes on local streets. Intersection crossings made of contrasting materials and colors can increase driver visibility and pedestrian safety.

Bicycle Network

Many small communities encourage bicycles by having expansive bicycle friendly pathways, either on-street or off-street along greenways. By publishing route maps, these municipalities have seen an increase in cycling as a means to control some of the local congestion, improve the quality of life and encourage healthy lifestyles of their residents. The League of American Bicyclists is an assistance group that can help the municipality expand and evaluate bike

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programs. Ewing Township may contact this group for information to support bike network development. Corvallis and Portland, Oregon as well as Palo Alto, California are communities to emulate in increasing bicycle friendly environments. Nearby communities have also implemented similar initiatives. NJDOT has a Bike/Pedestrian program that can be assessed to develop more specific plans and projects.

The Township should establish a proposed bicycle route network. Signing and marking of major bike routes should be included in the immediate action plan with refinement of a comprehensive bike network a long-range objective. Special emphasis on linking parks and schools should be emphasized. The intent of establishing a network is to set-up signing for the routes and lane markings for bicyclists to share and enjoy dedicated space on travelways for cyclists. Along routes that cannot be marked, the share the road sign should be positioned to strategically alert motorists to the probable bicyclists. The network can provide access to the schools, parks, transit facilities and open space areas. Bicycle guidance calls for a marked lane to be five feet wide and treatments exist for how bike lanes can be included in areas where there are parked vehicles, and where there are dedicated turning lanes at intersections. The adequate placement of bicycle racks at public and private facilities can be developed and as needed included in development ordinances.

Improved Connectivity of Pedestrian and Bicycle Facilities

Another concern is the inconvenience and sometimes the lack of facilities to provide for adequate accessibility for pedestrians and bicyclists to certain areas of the Township and particularly parks, schools, recreational fields, and local businesses. The Township shall continue to encourage the provision of needed connections and support the filling-in of missing links for sidewalks and bicycle compatible roads and path through the review of all future development applications. With the abundance of public facilities, including the D&R Canal, TCNJ, state facilities and municipal or county land, it is strongly suggested that Ewing Township establish a greenway committee in conjunction with the Environmental Commission. The committee should work with neighboring municipalities to establish a regional *greenway system* that serves the needs of pedestrians and bicyclists. This can also take advantage of building upon the

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Scenic Highway program along State Route 29, and promoting the use of the Ewing-Lawrence Greenway Loop, that connects TCNJ with Rider University. Especially along the Delaware and Raritan Canal, there has been strong support for creating a multi-modal trail network from Trenton north to Lambertville and beyond. Opportunities may exist to connect the D&R Canal trail with the Ewing-Lawrence Greenway Loop. This coordination would produce a positive example of agencies working together to effectively achieve worthwhile and valuable quality of life projects. A multi-jurisdictional committee to consider developing a Regional Greenways should be established and administered by Mercer County.

Access to Schools

Pedestrian and bicycle access around schools is another area worthy of investigation. There are over 3,800 public school children in Ewing Township attending the various schools identified in Table 20.0.

Table 20.0
Public School, 2005

ID	School	Address	Students
1	Ewing H.S.	900 Parkway Avenue	1,273
2	Francis Lore E.S. (K-5)	13 Westwood Drive	648
3	Gilmore J. Fisher M.S. (6-8)	1325 Lower Ferry Road	1,002
4	Parkway E.S. (K-5)	446 Parkway Avenue	537
5	William Antheil E.S. (K-5)	339 Ewingville Road	786
		District Total	4,246

Source: New Jersey Department of Education, 2005

Each school should be inventoried for School Zone signing around the school along roads that access the school. A review should include the location and visibility of speed limit signs, including an inventory of electronic flashing signs, and other notations of the field conditions specific to each school site. Each school should comment on whether there is enough parking for school staff and suggest modifications as necessary to Ewing Township.

Observations of the number of daily drop-offs and pick-ups should be made, especially estimating critical time periods whether just before school, at the end of school, or as part of an after-school care program. Lighting of the streets and

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areas immediately outside of the schools is important to the parents and children that attend those schools. The Township's schools have undergone an improvement plan and accessibility around the schools should be evaluated. If schools are used for after-school care or other frequent functions, the assessments should include special considerations for those needs. Since the public schools' needs are brought to the Township by the Board of Education, needs for private schools and day care facilities should also be brought to the attention of the Township.

The concerns of the school officials, parents, police safety officer and emergency management personnel should be sought in developing preferred circulation alternatives and accessibility issues at each school.

At some schools, this can include creating speed tables for traffic approaching the school, and illumination of the school crossings. Improved street lighting could also be used to ensure pedestrians are more clearly seen and that traffic is proceeding with caution.

A final means to ensure safety around schools is through a stepped-up enforcement program and periodic police presence. However, installation of some of these traffic calming devices can modify driver behavior to minimize the amount of police details or crossing guards that need to be assigned to any one school.

Strategic Improvements and Connections

Ewing Township, in conjunction with the county, the DVRPC, the state and in some instances adjacent municipalities, needs to ensure that items on the strategic improvement list move expeditiously and in coordination with the development patterns that come before the Township and region. The improvements are consistent with the goals of supporting Smart Growth by focusing growth in infill areas where infrastructure currently exists and will encourage the use and growth of public transit options and alternatives. Furthermore, alternatives are to maximize accessibility potential for pedestrian, bicycle and transit users and reduce reliance on auto-dependent travel.

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A series of strategic improvements for enhancing traffic flow to meet future development needs include:

- Scotch Road Extension to Silvia Street - under construction;
- West Trenton Bypass from Parkway Avenue/Decou Road Extension to Upper Ferry/Grand Avenue/Bear Tavern Road Intersection;
- Railroad Avenue closing to facilitate expanded transit use at West Trenton Station;
- North Olden Avenue improvements to facilitate redevelopment activities and slow down traffic including streetscapes and expanded bus service to reduce congestion;
- Extension of Calhoun Street to Olden Avenue;
- Railroad overpass improvements at Grand Avenue, Parkway Avenue, and Scotch Road;
- Conceptual improvements related to the Mercer Transportation Development District in Ewing;
- Scudder Falls Bridge, Interstate 95, and State Route 29 improvements to improve safety and increase capacity
- Rail and bus transit Improvements;
- Enhanced bicycle, greenway and pedestrian systems.

Signalized Intersections

An evaluation of the traffic signal operations needs to be undertaken. There are approximately 25 traffic signals in Ewing Township and the possibility of upgrading the equipment and installing an interconnected loop system along Olden Avenue and other major corridors could increase the efficiency of the system. A comprehensive program to upgrade and maintain traffic signals including means to alert motorists and protect pedestrians at certain locations is needed. Traffic signal operation planning includes installing or replacing overhead mast arms at intersections where drivers have limited visibility.

Comprehensive Roadway Maintenance Plan

A system should be refined or developed to evaluate all roads in the Township and evaluate their condition along with a schedule of repairs. By creating such a

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system, a resurfacing program can be established so that roads are periodically evaluated and regularly resurfaced based on actual conditions.

A timely and orderly resurfacing program can prevent roads from falling into a state of disrepair, which in turn would require a complete rehabilitation or rebuilding that costs far more than applying standard maintenance practices in a timely manner.

Safety Improvements

Based on an analysis of accident data, a priority of locations that need further investigation and quick remediation should be developed. These include locations along Olden Avenue near critical intersections and Capitol Plaza, Olden Avenue and Fifth Street; the State Route 29 and Interstate 95 interchange; Princeton Avenue and Spruce Street; Ewingville Road and State Route 31; the Parkway Avenue intersection with Lower Ferry Road; and Lower Ferry Road and Stuyvesant Avenue. Additionally, to improve safety and slow traffic along Spruce Street, it is recommended that the intersection of Prospect Street and Spruce Street be upgraded to include a traffic signal.

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Section VI - Community Facilities Plan Element

Introduction

The Community Facilities Element provides an assessment of the existing inventory and future needs of the public service facilities of Ewing Township, such as schools, fire and police protection, emergency medical service and libraries. In many ways, the quantity and quality of community facilities in a municipality is the most visible aspect of government. The presence or absence of high quality community facilities has a direct influence on where people will choose to live, shop and locate a business. Utilizing the Township's current and future demographic composition, a framework will be provided that evaluates municipal resources, existing service levels, potential deficiencies and considers future community facility and service needs. Understanding how these facilities can be utilized and upgraded offers a resource that improves the quality of life for current residents and businesses, while supporting future economic development efforts.

The location of the Township's municipal facilities are listed below and graphically presented in Figure 12.0, *Community Facilities*.

Municipal Services

The Township's administrative offices are located at Two Jake Garzio Drive in the recently constructed Ewing Township Municipal Building. This location contains all of the Township's governmental departments, including the Department of Community Affairs, containing the Department of Health, Recreation Department; the Public Works Department, containing the Road Department and Sanitation Department; the Tax Assessor's Office; the Tax Collector's Office; the Finance Office; the Construction Office; the Clerk's Department; the Registrar's Office; and the Municipal Court.

In general, the Municipal Building is accessible Monday through Friday from 8:30 AM to 4:30 PM, except holidays. The Ewing Township website can be

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accessed at www.ewingtwp.net for business hours, an overview of each department's responsibilities and contact information.

Police

The Ewing Police Department (EPD) is located in the Municipal Complex. The department currently employs 80 uniformed police officers and 11 administrative staff. As a result of retirement and non-replacement of officers, the department decreased its total number of uniformed officers from 87 to its current total. Recent needs to expand police resources have required the Township to hire two (2) new uniformed officers by the summer of 2005 to bring the total number of officers up to 82.

Currently, there are 82 sworn police officers employed by Ewing Township. This number includes one (1) Chief, two (2) Captains, eight (8) Lieutenants, 15 Sergeants and 56 Police Officers (patrol officers and detectives). In addition to the sworn police personnel, there is a staff of 20 civilian positions currently employed by the police department. These consist of six (6) 9-1-1 emergency dispatchers, seven (7) secretarial/clerks, five (5) emergency medical technicians, one (1) position in information technology and one (1) vehicle maintenance position. The police department divides the Township into three (3) geographic zones and assigns a police lieutenant the responsibility to monitor and ensure the most efficient delivery of emergency response and police services to those sections of the community.

The department also provides for criminal investigative and community oriented services. Investigative services are provided by the Police Detective Bureau, which consists of Criminal Investigations Section (adult investigations), a Youth and Family Services Section (juvenile and domestic violence investigations), and a Crime Scene Investigators Section (forensics). An example of the community service programs includes the Drug Abuse Resistance Education (DARE) and Gang Resistance Education and Training (GREAT) programs presented in the public schools and the Neighborhood Watch and Senior Citizens Crime Prevention programs presented to community resident and business associations. Additionally, the department provides two (2) School Resource

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Officers to the Ewing Public Schools, one assigned to Ewing High School and one at Fisher Middle School.

To foster better understanding and relations between the police department and the community, a Citizen's Police Academy program has been developed. The program currently consists of three (3) different versions and audiences, an adult program, a children's program and a college student program. The adult and college student program takes place over a ten-week period, normally two to four hours, one night per week while the children's academy is presented over four consecutive Saturdays.

The department's Traffic Service Bureau, a K-9 unit and Tactical Response Team (TRT) provide specialty law enforcement services. The Traffic Service Bureau investigates motor vehicle crashes and performs directed motor vehicle enforcement operations. Traffic Services Bureau officers also provide community safety programs, the summer-time Safety Town for children and Child Safety Seat inspections. The police K-9 unit consists of four (4) K-9/handler teams, that are explosive scent trained (bomb detection) and provide an added Homeland Security capability throughout the Township, county and the state. The Tactical Response Team consists of 12 specially trained police officers that respond to critical incidents, such as, high-risk warrant executions, barricaded suspect and hostage type situations. These twelve officers are permanently assigned to other duties throughout the Department (patrol, detective bureau, etc.) and are activated when the need arises.

To increase security at the Shop-Rite Shopping Plaza on North Olden Avenue, Shop-Rite has agreed to hire off-duty police officers to function as private security personnel. This provides an added benefit of creating a permanent and visible police presence in another section of Ewing Township. NJM also has an agreement with the Ewing Police Department to provide traffic assistance at its entrances during morning and afternoon peak hours.

A countywide mutual aid agreement ensures that an adequate number of police officers are available to handle any situation or multiple situations where the Ewing Police Department requires assistance.

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As previously stated, the number of uniformed officers currently available for duty will be increased by two in the coming months. Crime rates are not the sole variable in determining the number of officers required to adequately protect the community. As development and redevelopment efforts continue, the need for additional officer support will increase. While additional officer needs are clearly calculated when increasing the residential population of a community, new non-residential uses also generate a need for additional officers in the way of added service calls due to parking lot accidents, building alarm activity, shop lifting, etc. In addition, the expansion of the Trenton-Mercer Airport and the West Trenton Train Station increases the need for additional services due to the added expectation of counter-terrorism measures needed to secure these entities. To anticipate the impacts of redevelopment on community protection, it is recommended that the Ewing Police Department be involved in all aspects of the Township's redevelopment efforts.

The services provided by the Police Department are vital to the safety and well-being of Ewing's residents. These services not only include unwavering protection, but also community awareness and education programs. Without the proper level of funding to ensure adequate officer support for all of these services, the community awareness and education programs will suffer. As Ewing Township continues its development and redevelopment efforts, adequate police funding must be addressed to ensure the department's level of service and community programs are not unknowingly compromised.

Division of Fire

The Division of Fire in Ewing includes three fire companies: Pennington Road Fire Company (1666 Pennington Road), West Trenton Fire Company (40 W. Upper Ferry Road) and Prospect Heights Fire Company (1660 9th Street).

The Pennington Road Company employs two career firefighters and has 25 volunteers. The station utilizes two pumper trucks, one telesquirt truck and one rescue truck. The West Trenton fire company also employs two (2) career firefighters and 50 volunteers. The station keeps two engine trucks, one tower ladder truck, one heavy rescue vehicle, one dive rescue vehicle, two command vehicles and two boats. The Prospect Heights Company employs two career

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firefighters and has 20 volunteers. The station keeps two pumper trucks, one squirt truck, one tower ladder truck, one utility truck, one light plant truck and two command vehicles.

The Prospect Heights Company has a mutual aid agreement with the Trenton Hazmat (hazardous materials) team. All three Ewing fire companies have informal mutual aid agreements with all of the surrounding municipalities. Each fire company faces a shortage of manpower (both volunteers and paid staff) and the reliability of the water supply from hydrants is also an issue.

As identified in the Police Department analysis, the development and redevelopment efforts of the Township will need to be monitored by the Division of Fire to ensure that additional growth will not degrade the level of service for fire protection. As suggested by the 1999 Re-examination Report, the large-scale development of the oversized parcels within the West Trenton section of the Township may require a fire substation to provide sufficient protection. The Division of Fire must be involved in the Township's development and redevelopment efforts to maintain an adequate level of service for fire protection in the future.

First Aid and Rescue Squad

The First Aid Unit employs five paid technicians from 6 AM to 10 PM on Monday through Friday. The First Aid Unit and the Pennington Road Fire Company are located in the same building on Pennington Road. 20 volunteers share "on call" responsibilities for after-hours and weekend service. There are two life support ambulances available for responding to calls. Dispatch services are handled by LifeCom (a private company) and patients are taken to Capital Health Systems facilities. In addition, the Township has a mutual aid agreement with the Trenton emergency service provider (TEMS).

Library Services

Ewing Township has a branch of the Mercer County Library System located at 61 Scotch Road. The Ewing Branch reference department assists the public with informational needs and data collection. Some of the electronic resources available include the Internet, EBSCOhost (a database containing full text articles

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from numerous publications), AncestryLibray (an online genealogical research database), Informe (a Spanish-language access to magazine articles, reports, book excerpts, and maps) Newspaperarchive.com, American National Biography (a database with portraits of more than 17,400 past and present important and influential Americans), Lexis-Nexis (a database with full text articles from thousands of sources, and radio and television transcripts), OMNISelect (a database of full text articles from academic and scholarly journals) and Searchasaurus (a database for elementary and middle school aged students).

The Library offers many programs for the community. The Ewing Branch has the largest collection of large print books in the Mercer County system. It also offers introductory computer instruction classes, book discussion groups, storytelling programs, craft programs and special lectures. Study rooms in the library are available for individual patrons and also serve as meeting rooms for larger groups or organizations. The library also displays the work of local artists and students from Ewing schools. Through the Interlibrary Loan service developed by the American Library Association and the Reference and User Services Association, Ewing residents can request material from participating libraries throughout the United States.

On the second floor of the Ewing Community Center is the Hollowbrook Branch of the Mercer County Library System. This satellite branch of the Library System offers library resources similar to that of the Ewing Branch, but on a smaller-scale and does not offer public computer access. The Hollowbrook Branch offers programs and services to a diverse clientele and includes an adult book discussion group, children's programs and a large print collection.

There are currently no plans of expansion for either the Ewing Branch or Hollowbrook Branch of the Mercer County Library System.

Senior/Community Centers

The Ewing Community Center is located at 320 Hollowbrook Drive. The community center provides a wide range of services to the community, including the Mercer County Head Start Program (a pre-school childcare facility), the Nutrition Program for the elderly, the Ewing Senior Center and the

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Outreach Center. As previously mentioned, the Ewing Community Center also serves as a satellite branch of the Mercer County Library System. During the summer months, the community center operates day camps that utilize the center's pool.

In addition, the non-profit group, Concerned Citizens of Ewing, Inc. utilizes the community center as a headquarters. Concerned Citizens of Ewing offers assistance for low-income families, provides assistance with food stamps and sets up food drives, homework clinics and outreach programs for individuals in the community.

The construction of a new Senior Center at a central location is currently being discussed by the Township. In addition to this proposed Senior Center, an additional community center centrally located in the Township should be analyzed.

Community Services

Established in 1965, the Ewing Township Patriotic Committee operates as an all-volunteer committee that supplements the Township efforts in honoring the community and the men and women that served in United States Armed Forces.

In addition to coordinating community events for Inauguration Day, July 4th festivities, remembrance events to honor our nation's military and history and a holiday tree lighting, the Committee is in charge of the maintenance of the Jet Plane and Tank Pavilion Park at the Municipal Building.

Ewing Animal Shelter

Ewing Township Animal Shelter is an *extended-stay* shelter that takes in both stray and surrendered animals from Ewing Township. The shelter is located at 560 Ingham Avenue. The shelter maintains weekday and weekend hours, as well as allows appointments to be made outside of regular hours to make adoptions. The shelter offers the opportunity to either adopt or foster animals and also accepts donations of cat/dog food (both dry and canned), cat litter and blankets.

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Ewing Public Schools

The Ewing Public School District maintains three (3) elementary schools, one (1) middle school and one (1) high school with a total enrollment of approximately 4,246 pupils for the 2004-05 school year. During the 2004-05 school year, Ewing Public School District budgeted a per pupil expense of \$10,447, compared to \$14,567 for Trenton City, \$11,041 for Lawrence Township, \$8,847 for Hamilton Township, and \$11,641 for Hopewell Valley Regional District. The primary source of funding for this cost comes from property taxes. It should be noted that an extensive cooperative relationship presently exists between the District and the Township regarding shared maintenance and usage of the Board of Education facilities throughout the school year for Township recreation programs and camps.

Ewing High School

Ewing High School serves over 1,200 students in grades nine through twelve with an ever-expanding, challenging academic program that sets high expectations. The school is dedicated to meeting the academic, social and moral needs of its students, enhancing their ability to be productive, responsible citizens.

Academically, Ewing High School operates on an intensive block schedule, which allows students the opportunity to take eight courses (40 credits) a year, four classes during each semester. Each instructional block is 87 minutes, with an average teacher-student ratio of 1:13. Included in the 140-credit requirement are four courses in English, three in Social Studies, three in Math, four in Science, and one in French, Spanish or Italian, all offered on four ability levels. During the 2006-07 school year, over 225 courses will be available for students at all levels of ability that includes a new Computer Science course sequence. A growing Senior Experience program is offered that allows students the option of being dually enrolled at local colleges and universities, completing an internship at a local business, school, or government organization, or participating in a supervised work experience during their senior year. Each year several students are selected to attend the Princeton University Preparatory Program and the Sarnoff Corporation's Dixon Mentoring in Engineering Program.

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The graduating class of 2005 totaled 235 students, 71% of whom were accepted to over 150 colleges and universities nationwide; the remainder went to technical schools, the military, or employment. In addition, the State Department of Higher Education recognized 12 graduates as Edward J. Bloustein Distinguished Scholars for 2006-07. The school curriculum is reviewed constantly to ensure all requirements of New Jersey's Core Content Curriculum Standards are met, while providing for the diverse needs and abilities of its students.

Ewing High School offers a diverse set of extra- and co-curricular activities to explore and develop the special talents and interests of its students. Interscholastic athletics, represented by 19 different sports available at a variety of levels (freshman, junior varsity and varsity), perform competitively within the Colonial Valley Conference's Patriot Division. Over 30 academic, dramatic, and performing arts groups, student government, community service groups and other clubs expand the spectrum of experiences offered to students. The school and district continue to value staff development, integration of technology, multi-tasking, and real-world applications to prepare students. Teachers leverage technology to enhance student learning. Many courses are project oriented and enhance skill development. Students are expected to be able to integrate the use of Information Literacy to develop papers, projects, and study skills.

The student population mirrors the community, with students claiming heritages from over 55 countries. The school celebrates this diversity, which affords students excellent opportunities for intercultural understanding and provides them with a global view of world states.

Ewing High School continues to be on the cutting edge of new development to ensure that every student can reach any desired goal in a safe, friendly environment dedicated to learning.

Fisher Middle School

Fisher Middle School provides a learning community for over 1,000 sixth, seventh and eighth grade learners and 117 faculty and support staff who are organized into nine interdisciplinary teams and one enrichment team. Sixth

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graders are assigned to the Explorers, Voyagers or Trailblazers teams and are assigned to their own section of the school. Seventh grade students are assigned to the Red, White or Blue teams. Eighth graders are placed on Beta, Delta or Omega teams.

Fisher's curriculum conforms to the requirements of the state core curriculum content standards and includes courses in Reading, Writing, Mathematics, Science, Social Studies, World Language, Art, Vocal and Instrumental Music, Family and Consumer Sciences, Computer Technology, and comprehensive Health and Physical Education. The World Languages program offers three years of Spanish or French, with grade six being an introductory year. Special education and basic skills programs provide enhancements to the core curriculum for students who need them. The Humanities Program and Gifted and Talented Mathematics courses at all grade levels meet the needs of academically talented students who qualify. Eighth grade students are required to successfully complete an Exit Project in the Language Arts Literacy curriculum prior to graduation.

Consistent with meeting the needs of the whole child, Fisher Middle School offers as extracurricular activities twenty-one clubs and ten athletic teams. The clubs vary from academic support organizations, like Book-of-the-Month-Club, Odyssey of the Mind, Poetry Club and the Stock Market Club; to community service programs, like the Intergenerational Club and the Peacemakers Club. A Peer Mediation Program and a Student Leadership Corps are also provided. As a manifestation in the belief in the power of positive reinforcement, Fisher has Students of the Month, a Good Citizenship Recognition Program, Marking Period Academic Awards assemblies, the Character Counts Program and the Athletics Awards program. These programs recognize students for outstanding accomplishments in school life. Additional activities include the Parent Conference Program, participation in Ewing Community Days, and the Ewing Community Talent Show. For the convenience of the students, a Homework Hotline is offered which is updated daily by teachers.

Taking great advantage of the fact that Mercer County is home to several outstanding institutions of higher learning, Ewing School District has formed

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partnerships with TCNJ, located in Ewing Township, and Rider University School of Education. Each year Fisher collaborates on a variety of levels with these fine institutions. In addition to providing rich experiences for TCNJ, Rider and Princeton University students, Fisher teachers – and thus their students – have benefited from unique, cutting-edge professional development experiences sponsored under the auspices of these schools. Fisher continues to be a part of the Tripod Project sponsored through TCNJ and conducted by Harvard University professor, Dr. Ronald Ferguson. The Tripod Project is at the National forefront in working to close the achievement gap.

A major goal at Fisher has been to strengthen bonds with parents, recognizing that education is an undertaking shared by school and home. To that end Fisher enjoys a very strong working Fisher Parents Association (FPA). In addition, this year's first annual Grandparents Day, organized by our Student Assistance Counselor, received excellent support and attendance. Fisher's guidance counselors continue to work with students on issues facing adolescents in the 21st century. Parents are also encouraged to take advantage of the support systems at Fisher Middle School. The interdisciplinary instructional team structure is in place to encourage dialogue between the home and school. Guidance and Student Success Programs, Talk-with-the-Principal nights, and Principal's Advisory Committee provide opportunities for parents to be involved and remain informed of their children's academic and social development.

W.L. Antheil Elementary School

The trend in Antheil's 2004-05 standardized academic test scores continues to rise. The school credits the good work students are doing and the methods their teachers employ in reading and writing and the manner in which they are preparing the students for the standardized tests. This preparation provides students with an ability to better understand what is being asked when they read test questions.

The Learn and Serve America Grant was in its third year last year, and again Antheil's children were able to visit the National Holocaust Museum in Washington, D.C. and the National Liberty Museum in Philadelphia. The grant

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allows the school to enhance its existing multicultural programs, to further major projects and begin others.

Antheil's Helping Hands Club, with the community service work it does, continues to be an integral part of the school and of the Ewing community. Every student and staff member belongs to Helping Hands. The school began the 2004-2005 school year with the Battle for Hunger, benefiting the Trenton Area Soup Kitchen and the Trenton Rescue Mission. In October 2004, Antheil joined schools around the country in Trick or Treat for UNICEF and later in the fall, made and delivered food baskets for Antheil families who were in need and collected toys for the Mercer County Foster and Adoptive Family Services. Through the January coat drive, hundreds of coats were sent to the Trenton Rescue Mission, along with scarves and hats that Antheil students and families knitted and/or crocheted. The Helping Hands folded 1,000 paper cranes for peace to honor the tsunami victims and the students collected \$1,200 for the people in Southeastern Asia.

Antheil continues to progress with its goal of ensuring that every student knows his/her math facts to help each become adept at solving more involved word problems. The hands-on inquiry based science program remains a leading program at Antheil and the inquiry method has permeated the curriculum, encouraging students to ask questions and seek answers in all areas, both academic and non-academic.

The School promotes its New Jersey Best Practice Award winning Non-aggressive Games program on the playgrounds. This teaches students to play and interact with one another while respecting others' rights and space. Students have been taught to know the parameters and thus respect their fellow students.

Francis Lore Elementary School

Francis Lore School is well known for its award-winning programs. The NJ State Department of Education has recognized Lore as a "Star School" for its award-winning UNITY Program. Lore also received national recognition in 2000 when it was acknowledged as a semi-finalist for the National Character Education

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Award. The “UNITY” program received a New Jersey Department of Education “Best Practices Award” and was honored by the Office of Bilingual Education and Equity Issues for its contributions and commitment to the themes of PRIDE (Peace, Respect, Inclusion, Diversity and Equity). The annual Multicultural Museum received a New Jersey Department of Education “Best Practices Award” and a “Promising Practice Citation” by the Character Education Partnership. In 2005, the NJ Association of School Administrators recognized Lore School’s Giving Project with an “Exemplary Program Award.”

Lore School includes a core curriculum bolstered by the special subject areas of physical education, library, vocal music, art, computer education and Spanish. Other services such as speech, occupational therapy, instrumental music, gifted math, academic enrichment program, child study team support and other related special educational programs are offered to broaden the child’s horizon and meet individual needs.

Lore School’s core curriculum consists of language arts literacy, mathematics, social studies and science instruction, which are based on the New Jersey Core Curriculum Contents Standards. The language arts literacy program is currently focused on guiding reading as a major component with an emphasis on the writing process.

The mathematics program, aligned with content standards, helps to develop mathematical thinkers and problem solvers. A variety of activities provide students with an opportunity to apply the math and problem-solving strategies they have learned.

An additional curricular offering is the inquiry-based science program involving the use of the scientific method. This program focuses upon using various science modules to develop problem-solving and decision-making skills.

The social studies curriculum integrates texts and materials that emphasize history, geography and citizenship in a diverse society. The core standards for social studies are designed to prepare students for their future roles as intelligent, active citizens in our democratic society.

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The art and musical education programs promote aesthetic awareness and creativity. The health and physical education program's goal is to teach the importance of proper diet and physical fitness, as well as the hazards of alcohol, drugs and tobacco.

Parkway Elementary School

Parkway School offers a character education program, PAWS (Positive Actions Within Students), that has become a catch phrase for the behavior expectations and personal development of every student. The PAWS Program has expanded to the Five Towers of Good Character, which targets thirty-two life skills and habits that not only develop strong character but increase academic success.

Parkway School has made a commitment to the Learn and Serve American Program as part of the character education program. It is a hands-on, experiential service effort implemented by students in the community.

A full service guidance program is offered that includes not only individual and group counseling to students in the school but also provides counseling to the families of students. The guidance program also sponsors a community-mentoring program with Merrill Lynch. Each week adult mentors work one-on-one with a student becoming a positive role model, while providing a personal connection.

Parkway offers many extra-curricular activities and is one of the few elementary schools in the region with a student hand-bell club. Our 100 Book Club, Garden Club, Safety Patrol, Book Publishing Club, Odyssey of the Mind, Achievement Academy and the Homework Club are enrichment clubs facilitated and organized by staff to offer additional opportunities for students to explore their special interests and talents.

In the past, Parkway School has received the New Jersey School Boards' School Leader Award. One of its first grade teachers received the Milken Family Foundation Award for excellence in teaching. Additionally, Parkway School is the proud recipient of a 2005 – 2006 Artist in Resident Grant. This grant is sponsored by Young Audiences Arts for Learning – New Jersey and the New Jersey State Council on the Arts.

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Enrollment

The enrollment in the Township's elementary schools (W.L. Antheil, Francis Lore, Parkway) during the 2004-05 school year accounts for approximately 46% (1,971 elementary students) of the total enrollment for the district (4,246 students). The elementary school enrollment increased by 12% from the 2003-04 school year (1,758 total elementary students), which was caused by a net increase of 213 students in grades K-5.

At approximately 1,000 students, enrollment in Gilmore J. Fisher Middle School during the 2004-05 school year accounted for approximately 23% of the total enrollment for the district, which is down from 25% during the 2003-04 school year. In comparison to the District's 10% increase in total enrollment from the 2003-04 school year, Fisher Middle School increased only 2.6%, or 26 students. This change is accounted for by an increase in the general student population of 25 students and an increase of one (1) student in the special education programs.

Ewing High School accounted for approximately 30% (1,273 students) of the total enrollment of the district for the 2004-05 school year, which is consistent with its comparative enrollment percentage from the previous school year. Ewing High School's enrollment increased 11% (128 total high-school students) during the 2004-05 school year from the 2003-04 school year. This change is accounted for by an increase in the general student population of 129 students and a decrease of one (1) student in the special education programs.

Student Capacity 2004-05 School Year

The current student capacity for the Ewing School district is 4,417 students. During the 2004-05 school year, there were a total of 4,246 students enrolled in the district's schools. This equates to an overall available total capacity of 171 students in the entire district, with W.L. Antheil Elementary School under its available capacity by 185 students and Francis Lore Elementary School under its available capacity by 185 students. Table 21.0 provides details related to district and school capacities.

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Table 21.0

Comparative Enrollment to Capacity, 2005

School	Enrollment 2004-05	Capacity	Difference
W.L. Antheil Elementary School	786	971	+185
Francis Lore Elementary School	648	833	+185
Parkway Elementary School	537	441	(-96)
Gilmore J. Fisher Middle School	1,002	979	(-23)
Ewing High School	1,273	1,193	(-80)
District Total	4,246	4,417	+171

Source: New Jersey Department of Education, 2005

Table 22.0

Comparative Enrollment by Grade, 2005

Grade	Pupils 2002-2003	Pupils 2003-2004	Pupils 2004-2005
Kindergarten	273	261	334
Grade 1	262	279	300
Grade 2	272	254	322
Grade 3	254	275	290
Grade 4	263	257	316
Grade 5	291	273	278
Grade 6	253	288	284
Grade 7	272	269	305
Grade 8	299	296	288
Grade 9	301	362	384
Grade 10	277	266	340
Grade 11	274	255	269
Grade 12	216	229	248
Special Ed. (K-12)	270	284	288
Total	3,777	3,848	4,246

Source: New Jersey Department of Education, 2005

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Table 23.0
Comparative Enrollment by School, September 2005

By School	Pupils 2002-03	Special Ed. Self- Contained, 2002-03	Pupils 2003-04	Special Ed. Self- Contained, 2003-04	Pupils 2004-05	Special Ed. Self- Contained, 2004-05
Francis Lore	559	25	565	23	622	26
Parkway	461	25	432	15	517	20
W.L. Antheil School	595	69	602	91	701	85
Sub-Total Elementary Schools	1,615	119	1,599	129	1,840	131
Gilmore J. Fisher Middle School	825	114	853	123	877	124
Ewing High School	1,068	36	1,113	33	1,242	31
TOTAL	3,777	269	3,849.5	285	3,959	286

Source: New Jersey Department of Education, 2005

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Table 24.0
Per Pupil Expenditures, 2005

	2002-03		2003-04		2004-05	
	District Actual	State Average	District Actual	State Average	District Budget	State Average
Classroom - Salaries and Benefits	\$5,960	\$5,604	\$6,360	\$5,833	\$6,043	\$6,159
Classroom - General Supplies/Textbooks	\$174	\$263	\$163	\$286	\$157	\$285
Classroom - Purchased Services and Other	\$296	\$223	\$311	\$194	\$339	\$186
Total Classroom Instruction	\$6,430	\$6,090	\$6,835	\$6,313	\$6,539	\$6,631
Support Services - Salaries and Benefits	\$1,174	\$1,336	\$1,149	\$1,408	\$1,122	\$1,521
Support Services - other	\$149	\$313	\$106	\$215	\$114	\$386
Total Support Services	\$1,352	\$1,649	\$1,269	\$1,623	\$1,236	\$1,907
Administration - Salaries and Benefits	\$964	\$861	\$1,005	\$912	\$1,070	\$965
Administration - other	\$191	\$235	\$204	\$248	\$195	\$265
Total Administration Costs	\$1,149	\$1,096	\$1,190	\$1,160	\$1,265	\$1,230
Op./Maint. of Plant - Salaries and Benefits	\$575	\$640	\$563	\$682	\$507	\$722
Op./Maint. of Plant - other	\$457	\$533	\$467	\$561	\$460	\$594
Total Operations and Maintenance of Plant	\$1,044	\$1,173	\$1,122	\$1,243	\$967	\$1,316
Total Food Services Costs	\$0	\$20	\$0	\$24	\$0	\$53
Total Extracurricular Costs	\$254	\$188	\$266	\$195	\$77	\$208
(1)TOTAL COMPARATIVE COST PER PUPIL*	\$10,216	\$10,042	\$10,456	\$10,621	\$10,477	\$11,215
(2)TOTAL COST PER PUPIL	\$11,777	\$11,313	\$11,758	\$11,903	\$10,477	\$11,215

Source: New Jersey Department of Education, 2005

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(1) The **Comparative Cost per Pupil** represents comparisons with districts of similar budget type. The components that comprise the comparative cost per pupil are as follows: classroom instructional costs; support services (attendance and social work, health services, guidance office, child study team, library and other educational media); administrative costs (general administration, school administration, business administration and improvement of instruction); operations/maintenance of plant; food services, and extracurricular costs. The total of these expenditures is divided by the average daily enrollment to calculate a total comparative cost per pupil.

(2) **Total Cost Per Pupil**, in addition to all of the costs listed above for the comparative cost, includes costs for tuition expenditures; transportation; other current expenses (lease purchase interest, residential costs, and judgments against schools); equipment; facilities/acquisition; and restricted expenses less nonpublic services and adult schools, as well as students sent out of district. The total of all these expenditures is divided by the average daily enrollment to calculate a total cost per pupil.

Private Schools of Ewing

Beyond the public school system available to all school age children in Ewing, there are several private schools. While these schools are not supported by public funds, they have been identified on the Community Facilities Map and are located within Ewing. They are as follows:

- Villa Victoria Academy
- The Marie Katzenbach School for the Deaf
- Mercer Christian Academy
- Incarnation
- Children's Day School
- Ewing Residential Adolescent Treatment Center and School

Parks, Recreation and Open Space

Parks, recreation and open space facilities are an important component to the quality of life for Township residents of all ages. The *Parks, Recreation and Open Space* section provides an inventory of the existing parkland, recreation facilities and open space areas; and assesses the need to provide future facilities and maintenance. A number of agencies, including the Township of Ewing, the County of Mercer, the state of New Jersey and the Board of Education, contribute to the parks, recreation and open space resources of the community.

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Parks and Recreation Facilities

Ewing Township has a proportionate amount of land area utilized by active and passive parks and recreation facilities owned and operated by the Township, Mercer County and the state of New Jersey. These facilities and the available amenities are included below in Table 25.0. The facilities owned and/or operated exclusively by Ewing Township are displayed in the *Community Facilities Map*.

Table 25.0
Inventory of Parks and Recreation Facilities

PARK	ACRES	PARK AMENITIES
Ewing Township Facilities		
Armstrong Park* (Green Lane & Ewingville Road)	13	6 Softball Fields (2 Lighted) 1 Tee Ball Field, 1 Outdoor Batting Cage 1 Parking Lot, 1 Press Box
Banchoff Park* (Mountain View Road)	70	4 Tennis Courts Walking/Biking Path Hiking Trails Pond Picnic Area with Grills Children's Play Equipment 1 Parking Lot Dog Run
Benjamin Temple House and Drake Farm Park (Federal City Road & Violet Cox Drive)	28	Temple-Ryan House Parking Area. Wooded area.
Ewing Park* (Sunset Street & Georgia Avenue)	3	1 Basketball Court Children's Play Equipment Walking Paths Picnic Area
Fasolino Field (Parkway Avenue & Saratoga Avenue)	2	1 Lighted Little League Field 1 Press Box 1 Parking Lot
Hollowbrook Park* (Hollowbrook Road & Somerset Road)	19	Open grass area, wooded area Community Pool
John S. Watson Park (Carlton Road & Scotch Road)	66	2 Barbecuing Pits 1 Pavilion Children's Play Equipment

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		2 LiMato Soccer Fields (1 Lighted) 1 Softball Field 1 Street/Inline Hockey Court Picnic Area 1 Storage Building 1 Recreation Building 1 Parking Lot
PARK	ACRES	PARK AMENITIES
Moody Park* (Buttonwood Drive & Prospect Avenue)	32	2 Baseball Fields (1 Lighted) 4 Lighted Basketball Courts 3 Soccer Fields 5 Lighted Tennis Courts 1 Indoor Batting Cage 1 Outdoor Batting Cage 3 Little League Fields (2 Lighted) 1 Lighted Adult Softball Field Children's Play Equipment 4 Parking Areas (3 Paved) 2 Press Boxes Picnic Tables
Municipal Complex Park* (Upper Ferry Road)	40	4 Soccer Fields (1 Lighted) 1 Bridge – Pedestrian Hiking Trails Walking/Jogging Path ½ Mile Track 2 Parking Lots Veteran's Memorial Area 1 picnic pavilion 1 Concession Stand
Parkway Tennis* (Ewing High School)	1	6 Lighted Tennis Courts
Roosevelt Park* (Trent Avenue)	1	1 Basketball Court Children's Play Equipment Picnic Area
Sherbrook Park* (Whitehead Road Extension)	4	Children's Play Equipment 1 Basketball Court 1 Horseshoe Pit Covered Picnic table Garden Sites
Stout Avenue* (End of Stout	1	Children's Play Equipment

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Avenue)		Picnic Area 1 Basketball Court
Village on the Green* (Woodside Avenue & Fran Avenue)	17	Children's Play Equipment Picnic Area Open grass area
PARK	ACRES	PARK AMENITIES
Mercer County Facilities		
Mercer County's Indoor Tennis Center (Bear Tavern Road)	1	6 Tennis Courts
Mountain View Golf Course* (Bear Tavern Road)	196	18-Hole Golf Course
West End Soccer Fields (Leased from County by Ewing Twp. & maintained by Township)	8	9 Soccer Fields
State of New Jersey Facility		
Delaware & Raritan Canal State Park (Along State Route 29)	80	Canoeing Multi-use Path Hiking Trail
TOTAL ACREAGE OF PARKS	583	

***Protected through the Green Acres Program**

Source: Ewing Township and Mercer County Parks Department

Board of Education Recreation Facilities

As previously identified, Ewing Township has five (5) schools that serve students from kindergarten through twelfth grade. The K-5 programs are located at Antheil, Lore and Parkway Elementary. The grades six through eight programs are located at Fisher Middle School and the grades nine through twelve are located at Ewing High School. These schools contain baseball, softball, soccer and football fields, an outdoor running track and playgrounds.

Open Space

The 330-acre Knight Farm, owned and operated by the New Jersey Department of Corrections, has been preserved through a deed restriction by former Governor Christine Todd Whitman on October 21, 1999. Additionally, Ewing Township in 2005 rezoned the Knight Farm to the Conservation District to further control the future development of the site. Ewing Township contains many large tracts of land currently operated by the state of New Jersey

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(including, and limited to, the Jones and Knight Farms; no family farms are state-run) or functioning as agriculture land. As development and redevelopment efforts progress, these lands will come under continued pressure to convert to residential, commercial or office uses. The Township needs to continue to take measures that proactively ensure that any development or redevelopment incorporates environmentally significant features through the preservation of open space areas.

Parks, Recreation and Open Space Standards

State and federal agencies have developed methods to determine the level of open space needed for communities. These methods are based on factors such as total population or land area for communities.

National Standards

The National Recreation and Park Association (NRPA) has been involved in developing recommended guidelines and standards for parks, recreation and open space for 30 years. The NRPA has developed these standards based on total population and total number of facilities per community. The 298 acres of total municipal park land for a population of approximately 35,000 equates to 0.85 acres of municipal park land per 100 persons for the Ewing Township. Table 26.0 is illustrative of the present recreation facilities and how said facilities compare to the standards of the NRPA (1990).

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Table 26.0
National Recreation and Park Association Standards

Facility	Number per Population	Facilities required for 35,000 pop.	Facilities present
Basketball	1 / 5,000	7	7
Baseball	1 / 5,000	7	1
Lighted	1/ 30,000	1	1
Little League/Softball	1/5,000	7	13
Lighted	1/ 30,000	1	4
Soccer	1 / 10,000	4	18
Tennis	1 / 2,000	18	25
Football	1 / 20,000	2	1
Swimming Pool	1 / 20,000	2	1
Running Track	1 / 20,000	1	2
Community Center	1 / 20,000	2	1
Neighborhood Playgrounds	1/ 5,000	7	10
Township Parklands	6.5 acres / 1,000	227acres	307 acres

Source: Ewing Township and New Jersey Balanced Land Use Standards

The New Jersey Balanced Land Use Standards for Recreation is a method utilized in the *New Jersey Statewide Comprehensive Outdoor Recreation Plan* (SCORP). Mercer County utilized the SCORP in developing its goals and criteria for open space and recreation and it is Ewing's intention to maintain a consistency with county and state open space and recreation requirements.

The SCORP requires that 3% of the developed and developable land within a municipality be reserved for recreation and open space purposes. This calculation is based on total land acreage, minus land impacted by steep slope (over 15%) and wetlands. Ewing Township has 8,647 acres of total land area. Without calculating the land impacted by steep slopes and wetlands, roughly 244 acres of recreation and open space land would be required to satisfy the SCORP

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standards. Ewing Township has 583 acres of total land dedicated for recreation and open space purposes, exceeding the standard by 339 acres.

Conclusion

The amount of land devoted by Ewing Township to parks, recreation and open space uses exceeds the levels identified by national and state standards. However, this analysis identifies deficiencies in the type and locations specific uses. As a result, the Township should analyze the need for additional baseball and football fields and a swimming pool at its existing parks and recreation facilities. In addition, it is identified that there is a need for an additional community center. This community center should be situated in a central location that is accessible to public transportation and pedestrian and bicycle traffic. The identified swimming pool deficiency could be addressed through the construction of a new community center.

The Township also needs to keep pace with recreational trends. For example, there is a substantial demand for a designated skate park in town for aggressive in-line skaters, as well as skateboarders.

Lastly, a representative of the Mercer County Planning Board suggested that the park and open space system in Ewing could be enhanced by developing a trail system linking existing parks and open space. Specifically, it was suggested that a rail-trail along the CSX right-of-way spur beyond Homasote be considered. Additionally, it was suggested that the possibility of a trail along the Shabakunk Creek, linking Drexel Woods in Lawrence, Hollowbrook and Armstrong Parks, TCNJ as well as certain other Township parks with the trail ending at the municipal building. While it is certain that Ewing could benefit from a comprehensive trail network, the financial practicality of creating such a system, including the long-term maintenance of said trails would need to be carefully explored. The state administers grant and loan programs for these types of programs. In addition to the recommendation for an enhanced trail system, it was recommended that the following sites be considered for passive parks:

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- The forested quarries at the canal end of the Knight Farm and the ravine in the airport flight path.
- Railroad right-of-way
- Connections to the Delaware and Raritan Canal

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History of Development

The earliest known inhabitants in the area of the Township were the Lenni Lenape Indians who lived here some time after 1396 and migrated throughout this area of the state. This tribe hunted and fished along the banks of the Delaware River and the Township's many creeks that transect the land. The Indians also engaged in some early farming and pottery making.

Thomas Hutchinson first settled Ewing Township in 1679. First known as Hopewell Township, the area was part of Hunterdon County and continued under that jurisdiction until the establishment of City of Trenton in 1792. At that time, the name of the territory from Calhoun Street, at the Delaware River to the present northern boundary was Trenton Township.

An Act of the New Jersey State Legislature created Trenton (Ewing) Township on February 22, 1834. The Township name changed from Trenton Township to Ewing in honor of Charles Ewing, late Chief Justice of New Jersey. Four years later in 1838, the New Jersey State Legislature increased the number of counties in the state from ten to twenty-one, it was at this time that Mercer County was formed from land ceded by the counties of Hunterdon, Somerset, and Burlington.

Before 1834, Burlington and Hunterdon Counties shared a boundary at the Assunpink Creek. Ewing, then part of Hunterdon County, was known as Trenton Township, and at the time embraced all of the present Ewing and what is now a part of the City of Trenton. Present thinking is that the area was first settled around 1700 by immigrants from Long Island and East Jersey Province, who were largely of English and Scottish ancestry with a sprinkling of Welsh, Dutch and French Huguenots. In 1705, a few prominent families moved from Philadelphia to avoid the plague from which that area suffered.

Religion also played a prominent role. In 1702, a group formed a church on ground next to what is now the Trenton Psychiatric Hospital property between

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Stuyvesant Avenue and Sullivan Way. The founders were of the Presbyterian and Anglican denominations of the Christian faith. The church has long since disappeared, but the small cemetery remains.

In 1708, Andrew Lockhard deeded land on Scotch Road to the Presbyterians. The first services held there were under two large oak trees, one of which still stands. Built in 1865, the present stone structure stands on the site of the original church. The adjacent cemetery contains the graves of several Revolutionary War soldiers.

The people of Ewing (Trenton) Township were sympathetic with the American cause during the War for Independence, and many served in the war. A few minor skirmishes took place in Ewing. After Washington crossed the Delaware, a portion of his army marched down Scotch Road and Sullivan Way on its way to Trenton to surprise the British early on Christmas morning, December 25, 1776. While moving through Ewing, Washington observed the landscape of the Township and found it to his liking. Several years after the War, the retired general who became the fledgling country's first president suggested that Ewing would make a fine location for the capital of the new country, on land that is along (what is now known as) Federal City Road.

Originally, Ewing was chiefly a woodland area. However, after the Revolution, Ewing embarked upon a long period of agricultural growth and activity. In 1844, Barber and Howe described the Township as having the richest soil in New Jersey.

Ewing grew slowly in population before 1930. Early development was in the form of small villages scattered throughout the Township – Birmingham, now known as West Trenton, Ewing, Ewingville and Greenburg now Wilburtha Gardens. The areas adjacent to Trenton absorbed the overflow from the city and took on urban characteristics. In 1876, the City of Trenton and Ewing Township agreed on a boundary at its present, permanent position. In the early part of the twentieth century, many Trenton residents discovered the advantages of living in Ewing, and the Township began to change from an agricultural to a residential community. Coincidentally the present Ewing Township Municipal Building

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and Police Department occupy the site of the last privately owned working farm in the Township. Areas known as Prospect Heights, Prospect Park, Weber Park and Homecrest were early 20th century neighborhoods that grew near the borders of the City of Trenton. By 1920, the Township's population stood at 3,500.

The Township remained predominantly rural in nature until just before World War II with the construction of the GM plant and the employment that it brought. New communities developed, such as Glendale and Fernwood (named for the Fernwood Farms) near where the state built the Department of Transportation. A builder who had constructed similar homes in Trenton developed areas west of Parkway Avenue, from Hillcrest to Concord Avenue. By 1940, only twenty years after the initial growth of the Township had begun and with new industry moving in, the Township's population was at 10,146.

Similarly, businesses found the Reading Railroad line rather attractive. Companies such as Homasote, Roller Bearing Corporation, Winner Manufacturing, Nassau China, Heath Lumber, and other potteries and factories benefited by the rail line and some factories installed spurs to connect them to the main rail line.

During World War II, the GM plant as well as the other factories in the area devoted themselves wholeheartedly to the war effort. Ewing Township made a major contribution with the production of the Avenger fighter-bomber manufactured at the plant.

After the War, Ewing Township grew rapidly, with the construction of Parkway Village, Moss Homes, Wynnwood Manor and Fleetwood Village. Later would come the construction of Hampton Hills, Hillwood Manor, Sherbrooke, Hickory Hills and Village on the Green. By 1960, the Township's population grew to 26,828.

Through the years, the state of New Jersey and Mercer County have established a number of institutions in Ewing Township - Trenton Psychiatric Hospital, Trenton State College (now TCNJ, which has become a nationally recognized

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institution of higher learning), Marie Katzenbach School for the Deaf, and NJDOT. The Naval Air Warfare Center was the site of the development of many major defense weapons, such as the cruise missile. Activity at the plant ceased after the July 1993 BRAC Commission recommendation for closure of the facility as part of a reduction in bases by the federal government. A portion of the Naval Air Warfare Center was sold to the county while other parcels were sold to the interests of private developers, rendering this site one of the most desirable and largest parcels for redevelopment in the Township.

The closing of the GM Plant in 1998 also presented the Township with another large parcel of land with the potential for redevelopment. The closing of the plant that shaped the initial development of the Township also presented opportunities for the Township to shape its future. This 80-acre site presents the Township with a unique opportunity to consider future land use and development patterns. Any future development at this site should consider the findings and recommendations of the survey conducted by TCNJ as well as the Transit Oriented Development Study by McCormick Taylor. It is recommended that this site be redeveloped as one (1) entity, under the direction of a redevelopment plan. However, it should be noted that since the site has closed, a credit union facility has been built on a four (4) acre portion of the original site.

The Trenton-Mercer Airport has become a major provider of commercial and passenger airline service. The creation of the Foreign Trade Zone at the airport is encouraging overseas companies to engage in foreign trade within the Township. The presence of the airport has made Ewing attractive to major corporations such as Pfizer, who locates corporate jet facilities here. The Trenton-Mercer Airport has also expanded by way of the development of new private airplane hangar facilities that are discussed in more detail in the Land Use Element of this Master Plan. The Trenton-Mercer Airport, together with the building of the Interstate Highway system enhancing road access to Philadelphia and New York, has rendered the Township a viable business center.

Ewing Township is a diversified community and the economy of the Township remains strongly rooted in government, light manufacturing and education. The Township provides a transportation corridor through which the vital

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components of air, rail and land afford easy accessibility to major markets, that will figure heavily in the future, as business in the Foreign Trade Zone continues to grow. Under the initiative of the Township's Mayor-Council form of government, the Township is now preparing to review and define several areas for redevelopment and renewal in order to maximize the potential for future growth and to meet the challenges of the twenty-first century. Additionally, as Ewing Township enters the new age, it remains a vital community in the Mercer County region for growth, opportunity and progress.

Historic Preservation Commission

The Ewing Township Historic Preservation Commission (HPC) was established by ordinance in 1986. The following excerpt from the Ewing Township Code specifically outlines the charge of the HPC.

§ 9-58. Creation; powers and duties.

In accordance with N.J.S.A. 40:55D-107 et seq., there is hereby created the Ewing Township Historic Preservation Commission. The Commission shall be comprised of nine members, appointed by the Mayor, who shall serve without compensation, classified as set forth below. The Historic Preservation Commission shall:

Maintain a survey of historic sites of the Township.

Make recommendations to the Planning Board on the Historic Preservation Plan element of the Master Plan and on the implications for preservation of historic sites of any other Master Plan elements.

Advise the Planning Board on the inclusion of historic sites in the recommended capital improvement program.

Advise the Planning Board and the Board of Adjustment on applications for development pursuant to §9-64 herein.

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Provide written reports on the application of the zoning ordinance provisions concerning historic preservation to the administrative officer in charge of issuance of building permits pursuant to §9-64 herein.

Carry out such other advisory, educational and informational functions as will promote historic preservation in the Township.

Identify and record historic buildings, structures, sites, objects or districts and evaluate these resources against the criteria outlined in this article. The survey material shall be reviewed and, if necessary, updated at least every other year to incorporate any newly acquired historic documentation and to reflect changes to a resource's integrity or condition.

Assist other public bodies in aiding the public in understanding historic resources' significance and methods of preservation.

Compile and monitor notices regarding use of detection-type devices; consider, determine and condition the granting of requests for provision to dig, disturb or remove anything from historic landmarks or sites.

Advise the Township Council on the relative merits of proposals involving public lands to restore, preserve and protect historical buildings, places and structures, including the preparation of a long-range plan therefore; securing state, federal and other grants and aid to assist therein and monitoring such projects once underway.

Recommend to the Planning Board and the Township Council the establishment and boundaries of historic districts, where appropriate.

Recommend to the Zoning Board the granting of use variances where such are deemed to be within the intent and purposes of this article.

Secure the voluntary assistance of the public and (within the limits of the budget established by the Township for this Historic Preservation Commission's operation) to retain consultants and experts and incur expenses to assist the

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Historic Preservation Commission in its work to provide testimony in support of the Commission's position before other bodies, boards, commissions or courts. Cooperate with local, county, state or national historic societies, governmental bodies and organizations to maximize their contributions to the intent and purposes of this article.

Recommend to the applicable county, state and federal agencies, where appropriate, recognition of historic buildings, structures, sites, objects or districts.

Request the Township Council to seek, on its own motion or otherwise, injunctive relief for violations of this article or other actions contrary to the intent and purpose of this article.

Ewing Township Historic Preservation Society

In addition to the Ewing Township Historic Preservation Commission, a municipally appointed organization, Ewing also has a private volunteer group commonly known as the Ewing Township Historic Preservation Society. The Historic Preservation Society is headquartered out of the Benjamin Temple House, a historic house from the colonial era.

State and National Historic Registers

The state of New Jersey has recognized and protected historic properties with a straightforward and effective law, the New Jersey Register of Historic Places Act (NJRHPA), a statute that has been in effect since 1970. The law allows historic properties to be nominated and entered in the New Jersey Register of Historic Places (NJRHP), which is maintained by the State Historic Preservation Office (SHPO). Once a property is listed in the New Jersey Register (NJR), any public undertaking that would "encroach upon, damage or destroy" the registered historic property must be reviewed pursuant to this law and receive prior authorization from the Commissioner of the Department of Environmental Protection. Strictly private undertakings are not reviewable.

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In 1966, prior to the New Jersey Act, the National Historic Preservation Act (NHPA) established a National Register of Historic Places (NRHP) to include significant districts, sites, structures, buildings and objects of local, state, and national historical significance. The National Register is the country's official listing of the nation's historic and cultural resources worthy of preservation. Given Ewing Township's rich history and numerous cultural amenities, said Act is of particular significance to the Township.

Ewing has a rich history worthy of safeguarding, and national and state historic preservation legislation affords powerful tools that can be utilized by this well-established community. Properties eligible for inclusion include (not exclusively) a building such as a house, barn or church, a district united by past events or aesthetically by plan or physical developments, an object of functional, aesthetic, cultural or scientific value as well as a site that was the location of a significant event, occupation or a structure (e.g. a bridge).

The criteria for evaluating properties involves an analysis of the significance of the proposed property in American history, architecture, archeology, engineering and culture. Specifically, the site proposed for inclusion on the National Register must: (1) be associated with an historical event; (2) be associated with the lives of persons significant in the past; (3) embody distinctive characteristics of a type, period, or method of construction or the work of a master, possess high artistic value, or represent a significant entity; or (4) have yielded or may likely to yield information important in prehistory or history.

Typically, under the National Register procedures, a state historic preservation officer (under advice of the local municipality, Ewing Township) will nominate a site for inclusion on the national register. If the state board recommends approval of the nomination, the recommendation will be forwarded to the Keeper of the National Register in Washington D.C. Amendments to the Act in 1980 provide that a property will not be listed in the National Register if the owner objects.

This Historic Preservation Element is not intended to be a summary of the Historic Preservation Act, nor is it intended to outline the exact process that must be undertaken to declare a property on the National Register of Historic Places.

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Rather, it is intended to provide general information on the designation criteria and process, and to promote awareness of and encourage the preservation of the unique history and character of Ewing.

Twenty-seven properties in Ewing Township are presently identified on both the State and Federal Registers of Historic Places. Those properties are described below in Table 27.0 and are identified in Figure 13.0, *Historic Sites*.

Table 27.0
Historic Sites

Site Name	Address	Block/Lot	Designation
Aeronautical Turbine Laboratory Complex Historic District	Naval Air Warfare Center, Parkway Avenue	374/3,4,5,7	SHPO
Anthony Cook Farmhouse	1189 Parkside Avenue	293/18	TR
Benjamin Temple House	27 Federal City Road	223/36.01	TR
Burt/Hendrickson/Atchley Farmstead	Pennington Road		SHPO
Cornell Brophy Springhouse	2260 Pennington Road		TR
David Howell House	2 Peck Avenue	506/43	TR
Delaware & Raritan Canal Historic District	Entire Canal Bed & 100 feet to either side of center line		NR, SR
Ewingville School	440 Ewingville Road	214.01/13	TR
Fish-Howell House	481 Grand Avenue	411/1	TR
Green-Reading House	107 Wilburtha Road	411/11	NR, SR
Hill's Hollow	26 Wilburtha Road	420.01/23	TR
Nathanial Lanning House	2051 Pennington Road	229.08/5	TR
NJ State Highway Department Laboratory, Building 18	999 Parkway Avenue	320/11	SHPO
Odd Fellows Home	1001 Pennington Road	298/2	SHPO, COE
Quarry Workman's Houses	Off Wilburtha Road		TR
Reading-Knight Farmhouse	NJ State Hog Farm, Wilburtha Road		TR
Sherratt House	16 Wilburtha Road		NR, SR
Spafford Bergen House	2061 Pennington Road	229.08/6	TR
St. Michael's Cemetery	NJ Trenton Psychiatric Hospital, Sullivan Way	414/2	TR

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State Police Log Cabin	NJ State Police, Dept of Law & Public Safety, Trooper Drive		TR
Temple-Ryan Farmhouse	27 Federal City Road	233/36.01	NR, SR
The Scudder-Reeder House	295 West Upper Ferry Road	422/2	TR
Tindall-Lanning House	2071 Pennington Road	229.08/8	TR
Traction RR Bridge	Trolley line over the West Branch of the Shabakunk		SHPO
Trenton Bath House	Jewish Community Center, 999 Lower Ferry Road	354/140	NR,SR,TR
Trenton Psychiatric Hospital District	7717 Stuyvesant Avenue	426/2	SHPO
West Trenton Railroad Station	400 Sullivan Way	342/1	NR,SR,TR
William Green House	Trenton State College Campus, Green Lane	163/36	NR,SR,TR
Wilmot House	9 Wilburtha Road	419/21	TR
Woodruff House	146 Summit Avenue		NR,SR,TR

SHPO: This is an opinion of eligibility issued by the State Historic Preservation Officer. It is in response to a federally funded activity that will have an effect on historic properties not listed on the National register.

NR: This abbreviation indicates that a property is listed on the National register of Historic Places.

SR: This abbreviation indicates that a property is listed on the New Jersey Register of Historic Places.

COE: A Certification of Eligibility is issued by the New Jersey State Historic Preservation Officer. For properties not already listed on the New Jersey Register of Historic Places, a COE satisfies a prerequisite to apply for funds from the New Jersey Historic Trust, as well as several county preservation funding programs.

TR: Ewing Township Historic Register.

Recommendations for Future Historic Preservation Initiatives

1. Certified Local Government Status – In order to better preserve and protect the historic and cultural resources within Ewing, it is recommended that the Township continue its designation as a Certified Local Government. Achieving this designation has afforded the HPC with opportunities to pursue and receive grants for additional historic studies and preservation efforts. To participate, Ewing was certified by the State

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Historic Preservation Officer as meeting State and Federal program requirements for the designation and protection of historic properties and districts in the municipality.

2. Coordination with Development Applications – One of the powers and duties specifically vested with the Historic Preservation Commission is to advise the Planning Board and the Board of Adjustment on applications for development. In conjunction with the Planning Board's approval of the General Development Plan for the Atchley Farm, the Atchley Farmhouse will be preserved. The preservation and maintenance of this structure will be at the expense of the project developer. It is recommended that the Historic Preservation Commission together with the Historic Preservation Society continue to participate in the development approval process to ensure historic structures are properly preserved.
3. Historic Resource Identification - It is recommended that the HPC make official recommendations regarding the designation of historic sites to the Township Council. Criteria already incorporated into the Township's Code at §Section 9-65 can be invoked to evaluate the merits of designation. Sites worthy of designation include those:
 - Associated with events that have made a significant contribution to the broad patterns of the Township's history;
 - Associated with the lives of persons significant in the Township's past;
 - That embody distinctive characteristics or a type, period, or other method of construction; that represent the work of a master; that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction;

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- That have yielded, or may be likely to yield, information important to prehistory or history;
- That are otherwise of particular historic significance to the Township of Ewing by reflecting or exemplifying the broad cultural, political, economic or social history of the nation, state, region or community.

Consideration should be given to the delineation of specific historic districts in the Township. Based on the prevalence and concentration of historic landmarks and sites in certain defined areas, The Township may wish to create unique historic zones (with distinct use and bulk requirements), or historic *overlay* districts that promote historic resource preservation. Areas that may qualify as historic districts include sections of West Trenton, including Grand Avenue. It is specifically recommended that the property owner's approval be provided when petitioning any site or district for historical significance.

It is noteworthy and significant to the homeowner or occupant that inclusion in a historic district would not preclude improvement to or updating of structure. The ability to modernize a structure or facility should not be viewed as an impediment to historic preservation.

Identification of historic properties and districts involves the process of architectural survey, evaluation and treatment. The SHPO has issued detailed guidelines for architectural survey. Through these and other publications and information resources, the SHPO provides guidance and assistance for anyone undertaking such identification efforts in New Jersey. It is recommended that the HPC consult these guidelines when refining the list of historically significant sites and historic landmarks.

Following the HPC's formal recommendations, the Township Council can officially designate and regulate these historic sites and districts by ordinance. Additionally, the Township Council should adopt specific design criteria and guidelines for development at historic sites and districts. The Planning Board has the statutory responsibility to make recommendations regarding the

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designation of historic sites when reviewing any future historic preservation ordinance.

Standards for Architectural Review

The *Secretary of the Interior's Standards for the Treatment of Historic Properties* offer basic historic preservation guidance for identifying, retaining and preserving the form and details of historic properties.

These standards emphasize maintaining and protecting first, repairing second, and replacing only when maintenance or repairs are not feasible or cost-effective. The standards also include guidance for replicating or reconstructing missing elements and adding to or altering historic properties. The Township's Land Development Ordinance should be updated to incorporate updated definitions of preservation, rehabilitation, restoration and reconstruction as set forth in these standards. These *Standards for the Treatment of Historic Properties* are as follows:

Preservation Standards

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.

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The historic character of a property will be retained and preserved. The placement of intact or repairable historic materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

Each property will be recognized as a physical record of its time, place and use. Work needed to stabilize, consolidate and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color and texture.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Rehabilitation Standards

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations and additions while preserving those portions or features that convey its historical, cultural or architectural values.

A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

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The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.

Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

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New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Restoration Standards

Restoration means the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

A property will be used as it was historically or be given a new use which reflects the property's restoration period.

Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces and spatial relationships that characterize the period will not be undertaken.

Each property will be recognized as a physical record of its time, place and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

Materials, features, spaces and finishes that characterize other historical periods will be documented priority to their alteration or removal.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.

Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.

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Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archeological resources affected by the project will be protected and preserved in place. If such resources must be disturbed, mitigation measure will be undertaken.

Designs that were never executed historically will not be constructed.

Reconstruction Standards

Reconstruction means the act or process of depicting, by means of new construction, the form, features and detailing of a non-surviving site, landscape, building, structure or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.

Reconstruction of landscape, building, structure or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts which are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.

Reconstruction will include measures to preserve any remaining historic materials, features and spatial relationships.

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Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color and texture.

A reconstruction will be clearly identified as a contemporary re-creation. Designs that were never executed historically will not be constructed.

Designation of Historic Landmarks

The Ewing Township Code sets forth the following standards for the designation of historic landmarks. While currently not a requirement of the Township Code, a letter of consent is recommended to be obtained from the property owner of the site when the historic designation is being sought. This recommendation is not intended to make the process of designating a historic property more arduous or litigious, but rather to afford the property owner additional protection. It is recommended through the update of this Master Plan document, that a letter of consent be a required from the property owners for a site that is to receive historic designation.

§9-63. Designation of historic landmarks.

The Commission shall recommend to the Planning Board guidelines for review to be utilized in determinations of historic landmark status and for review of development applications or permits affecting historic landmarks or improvements within historic districts. The Planning Board may recommend modifications of the guidelines and shall make the final decision as to their adoption.

The Commission shall consider for historic designation buildings, structures, objects, sites and districts within the township which merit landmark designation and protection by reason of possessing integrity of location, design, setting, materials, workmanship or association, based on its review or upon the recommendation of other township bodies or of concerned citizens. The Commission shall make a list of landmarks recommended for designation. For

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each landmark, there shall be a brief description of the landmark, of the landmark's significance pursuant to the criteria set forth above, a description of the landmark's location and boundaries as well as a map depicting the landmark's location. The Commission shall, by certified mail:

- Notify each owner that their property is being considered for historic landmark designation and the reasons therefore;
- Advise each owner of the significance and consequences of such designation, and advise him of his opportunities and rights to challenge or contest such designation; and
- Notify each owner of the date, time and location of the public meeting to be held.

The list of potential landmarks, as well as the description, significance, location, boundaries and map of each, shall be subject to review at a public Commission hearing. At least 10 days before such a hearing, a preliminary list and a map showing proposed landmarks shall be published, together with notice of the hearing, in an official newspaper of the municipality. At the hearing, interested persons shall be entitled to present their opinions, suggestions and objections on the proposed recommendations for landmark designation. The Commission shall then vote on its recommendation to the Planning Board for resources to be designated as local landmarks.

The Commission shall prepare a concise report of its recommendations for sites to be designated to local landmarks. Copies of the report shall be delivered to the Planning Board and the Municipal Clerk and a notice of action published by the Commission's recommendations and also that final designation shall be made by the Planning Board at a public meeting specified on a date not less than 15 nor more than 45 days from the date of publication.

Final determination that landmark status exists shall be made by the Planning Board and will thusly be incorporated into the Master Plan. Such a final determination by the Planning Board shall create landmark status. A certificate

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of designation shall be issued by the Planning Board. Within seven days of the creation of landmark status, the Planning Board shall, by certified mail, notify the owner of the property involved of the determination and advise them of their rights with respect to an appeal of said determination to a superior court.

After Planning Board review and approval, the Commission shall submit the list of designated landmarks and a map to the Municipal Clerk. The Township Council shall then consider the designation list and map and may approve, reject or modify the same by ordinance. Once adopted, the designation list and map may be amended in the same manner in which it was adopted. Upon adoption, the designation list and map shall be incorporated by reference into the Municipal Master Plan and Zoning Ordinance.

Copies of the designation list and official map as adopted shall be made public and distributed to all municipal agencies reviewing development applications and building permits. A certificate of designation shall be served by certified and regular mail upon each owner included in the list, and a certificate of a lien upon real property.

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Section VIII - Utility Service Plan Element

Storm Sewer System

A storm sewer system exists throughout Ewing Township. The system consists of a series of concrete, ductile iron, plastic pipes and detention basins, and overland swales that eventually discharge into the Ewing Township sections of Shabakunk Creek, Gold Run Creek and Jacob's Creek. Planned upgrades to the system include stabilizing the slopes along portions of the Gold Run Creek.

The Township performs regular maintenance on the storm sewer system with the majority of these repairs occurring along older portions of the sewer. According to Kevin Boerner, the Ewing Township Engineer, the overall system is in fair condition. However, in the older sections of Ewing, the storm sewer system is in poor condition and requires regular maintenance and upgrades. Repairs are performed by the Township when homeowners inform the Township about problems related to the storm sewers in their area.

Two large sites in Ewing, the GM site and Naval Air Warfare Center, will potentially be redeveloped. According to Mr. Boerner, as with any new development projects, redevelopment of these sites would require the creation of new storm water systems. These would likely be created independent of the existing sewers, and consequently pre-existing conditions would not be a factor.

Municipal Stormwater Management Plan

In June of 2005, Schoor DePalma prepared a Municipal Stormwater Management Plan for the Township of Ewing. The Municipal Stormwater Management Plan addresses stormwater related impacts in accordance with N.J.A.C. 7:14A-25 Municipal Stormwater Regulations. Said plan is incorporated by reference as a part of the Utilities Element of the Master Plan.

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Sanitary Sewer

All sewage generated in Ewing Township is pumped from the Fourth Street pumping station to a treatment plant in nearby Lawrence Township operated by the Ewing Lawrence Sewer Authority (ELSA). The Fourth Street Station has recently been substantially upgraded providing it with a capacity to treat up to 21 million gallons per day (mgd) of sewage. According to Bob Filler, Executive Director of ELSA, the actual amount of sewage processed each day is usually well below 21 mgd and capacity is currently sufficient. Ewing Township produces approximately 7 mgd. Mr. Filler expects capacity to be sufficient to serve Ewing over the next 20 years. ELSA performs regular checks of sewage mains, performs ongoing upgrades and repairs to the system.

According to Mr. Filler, he expects that capacity would be sufficient to serve potential new uses on the General Motors and Naval Air Warfare Center sites. However, he states that ELSA would need to examine proposed development for these sites on a case-by-case basis in order to determine whether existing trunks serving the sites and overall system capacity would be sufficient.

Ewing Township has given ELSA permission to determine which residential structures in the Mountain View area contain sump pumps. These pumps send excess water from homes into the sewage system. This has resulted in storm sewers overflowing in the Mountain View area. To address this problem, ELSA has been conducting home inspections to find sump pumps. As of March 2005, approximately 400 homes had been inspected and 45 sump pumps found. As money becomes available from Ewing Township, more homes will be inspected (with the goal to inspect 2000 total homes) and sump pumps will be removed. In addition, drainage lines in the street will be repaired, and connections between these lines and the houses will be established.

ELSA is in the final testing stages of a substantial upgrade to the Mountain View pumping station and expects all work of this project to be completed by June 2006. Additionally, ELSA and NJDEP are in the process of exploring potential routes that would allow for the upgrade of the force main serving the new Mountain View pump station. The upgraded force main is proposed to travel

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from the new pump station to Parkway Avenue and is scheduled to be completed in 2008.

Potable Water

Trenton Water Works (TWW) provides potable water to Ewing Township. TWW also provides water to Trenton, Hamilton, Lawrence and Hopewell. According to Hondar Tchi, an engineer with TWW, the utility can pump up to 45 mgd, taking this water from the Delaware River. On average, TWW pumps approximately 25 mgd to its client municipalities, which is under the TWW capacity. In Trenton, water is pumped into a filtration plant adjacent to the Delaware River on Route 29 and then to a reservoir in Trenton. The entire system receives its water from this reservoir. A booster pump in Ewing ensures that required additional pressure is provided.

TWW can ensure quality standards of the water in the reservoir. However, water flowing from the tap is also the responsibility of client municipalities that are responsible for maintaining the mains, trunk and smaller pipes. It is possible that certain lines will need to be replaced or repaired, but more analysis is required. According to Dilip Patel, the Supervising Engineer at TWW, the trunk lines in Ewing are in fair condition. In terms of development of the GM Plant and Naval Air Warfare Center, Patel states that any proposed redevelopment for these sites would have to be developed based on the existing system.

Solid Waste Disposal

On Monday through Friday of most weeks, Ewing Township has seven (7) sanitation trucks pick up solid waste from Ewing residents and businesses. Trash removal is carried out twice each week for most neighborhoods and on a daily basis, a flatbed truck with a hydraulic lift picks up metals for recycling. According to Martin Posulzny, Superintendent of Ewing's Sanitation Division, the current fleet is adequate to serve Ewing's needs. In addition to these seven (7) trucks, the Sanitation Division has two (2) spare trucks in case of equipment failure. There are also three (3) older spare trucks that are not regularly used by

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the Sanitation Division, but are used by the Ewing Roads Division to collect autumn leaves during the months of November and December.

Solid waste collected by the Sanitation Division is taken to the transfer station off Olden Avenue in Ewing. From there it is transferred to the Geological Reclamation Operations and Waste System (GROWS) landfill in Falls Township/Tullytown Borough, Pennsylvania. According to Eric Gundrum, Principal Planner with the Mercer County Improvement Authority (MCIA), Ewing Township owns the transfer station and leases it to MCIA. Ewing receives \$4.50 for every ton of solid waste it receives from Mercer County municipalities as a Host Community Benefit. Waste Management Corporation has a contract to operate the station and is responsible for sending the waste to the GROWS landfill. MCIA has a contract with Waste Management Corporation and the GROWS landfill that allows Mercer County to deposit solid waste there until October 2007.

Recycling

In 1983, the Mercer County Board of Chosen Freeholders gave the MCIA the responsibility of implementing the county's solid waste plan under the New Jersey Solid Waste Management Act. As a result, the MCIA implemented the county recycling program. The program allows the MCIA to reduce the amount of material flowing to the GROWS Landfill in Pennsylvania.

The MCIA provides Ewing with a curbside recycling program. This program is available to residents and small businesses in Ewing Township. Commercial and institutional establishments that are not eligible for the small business program are required to make individual arrangements for recycling. The Sanitation Department of the Township of Ewing handles the scheduled removal of brush, leaves and yard debris, as well as the collection and removal of large items and appliances.

Small businesses are eligible to participate in the curbside recycling program provided that they adhere to certain standards. Any commercial or institutional establishment not eligible for the small business program is required to make its

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own provisions for recycling through a private waste hauler. Establishments must contact a waste hauler for information on which recycling services the company can provide.

Electricity/Gas

The Public Service Electric and Gas (PSE&G) company supplies electricity and gas to Ewing Township. PSE&G is a main subsidiary of the Public Service Enterprise Group, a global energy provider. PSE&G provides services in addition to providing electricity and gas, in the form of helping companies find sites, locate adequate facilities and maximize returns through incentive programs, including incentives for electric conservation. PSE&G will continue to meet the electric and gas needs of Ewing.

Telephone

Several phone companies provide service to the Township. With the increase of cellular phone service, residents have multiple options for cellular and long distance services. The increase in level of services and type of equipment needed to provide these services has placed additional demands on locating cellular facilities in the Township. The Township has responded by locating additional cellular towers throughout the municipality. Ewing should continue to review its procedures for the location and co-location of cellular tower facilities.

Cable/New Technology

Comcast of Trenton/Lambertville provides Ewing residents with cable service including Comcast Digital Cable that offers High Definition Television (HDTV) and high speed internet/fiber optic connectivity. HDTV offers the highest picture resolution possible for television viewing. The Planning Board should be aware of new technologies as they emerge and the potential impacts they could have on Ewing's land use and zoning plans.

Section IX - Consistency

Comparison of Plan to Adjoining Municipalities

The Municipal Land Use Law requires that all municipal master plans include a specific policy statement indicating the relationship of the proposed development of the municipality, as stated 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; and (4) the district solid waste management plan of the county in which the municipality is located. The intent is to coordinate local planning policies with regional priorities and interests, and to lessen potential inconsistencies.

Hopewell

The Township of Hopewell, which is located within Mercer County, adjoins Ewing at its northerly border. The major thoroughfares that provide connections between these two municipalities are Route 29, Route 31, Bear Tavern Road and Scotch Road. There are also numerous local roads that further link these two municipalities. The common municipal border traverses Jacobs Creek in the northwest corner of the municipality and proceeds to run along Ewing Creek past Mountain View Golf Course and further proceeds east to the eastern border of Lawrence Township.

Along the shared boundary between Ewing and Hopewell, several zoning districts are present. On the western section of the shared border near the Delaware River, contiguous land designated as residential is contained in both Hopewell (R-100) and Ewing (R-1). Due east of these zoning districts is a section of contiguous land designated VRC (Valley Resource Conservation) in Hopewell that borders the R-1 Residential Zone in Ewing. The border proceeds to and is bounded in Hopewell as the Valley Resource Conservation (VRC) zone, which is mirrored by the IP-1 Industrial Park Zone in Ewing, on which the Trenton-Mercer Airport is located. Also along this border in Hopewell from west to east is an OP Office Park Zone, a SI Special Industrial Zone, and an R-100 Residential Zone that is mirrored in Ewing by (west to east) an IP-1 Industrial Park Zone, an OP-2 Office Park Zone, and an R-1 Residential Zone.

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No substantial changes to existing land use or circulation policies in Ewing are proposed adjacent to Hopewell Township. It is projected that whatever undeveloped land within Ewing that is adjacent to Hopewell will develop in accordance with existing zoning.

Lawrence

Lawrence Township is located along the northeast and easterly section of Ewing's border. Numerous local roads provide connections between the two municipalities. The border proceeds south until it hits the Shabakunk Creek and follows the creek to Spruce Street. From Spruce Street the border travels south until meeting the border with Trenton.

Along the shared border located in the northeast section of Ewing, land designated as residential is located on both the Ewing and Lawrence sides. To the south of the residential districts in Ewing are (north to south) IP-1 and IP-3 Industrial Park Zones and BH Business Highway Zone that are mirrored in Lawrence by (north to south) an EGI Education, Government, and Institutions Zone, AT Apartments and Townhouses Zone, R-4 and R-2B Residential Zones, an EGI Zone, an R-4 Zone and a HC Highway Commercial Zone that coincides with the BH Business Highway Zone in Ewing. The aforementioned AT, R-4, R-2B, EGI, and R-4 zones border IP Industrial Park Zones in Ewing. Along the common border of Ewing and Lawrence, the land is almost fully built out. This presents conflicting land uses and policies in these two townships. Ewing should closely monitor all development applications along the Lawrence Township border to ensure that a negative or deleterious impact on existing residential neighborhoods in Ewing Township does not occur. Wal-Mart has filed an application for development in Lawrence Township. It is specifically recommended that Ewing Township actively monitor and participate in the public hearing process for this application in order to minimize potential deleterious impacts to Ewing.

No substantial changes to existing land use or circulation policies are proposed adjacent to Lawrence Township. It is projected that whatever undeveloped land within Ewing that is adjacent to the Township will develop in accordance with existing zoning.

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Trenton

The City of Trenton borders Ewing to the south. Major thoroughfares such as Pennington Road (Route 31), and Stuyvesant Avenue as well as numerous local roadways, provide connections between the two municipalities.

Along the common border of Ewing and Trenton, Residential (RA, RB, RB1), Industrial (IA, IB), and Business (BA, BB) zones are spread out intermittently. There seems to be no discrepancies in the zoning between Trenton and Ewing along their common border.

No substantial changes to existing land use or circulation policies are proposed adjacent to Trenton City. It is projected that whatever undeveloped land within Ewing that is adjacent to the City will be developed in accordance with existing zoning.

Western Border

The western border of Ewing Township is located approximately midway up the Delaware River and this is also the state of New Jersey's western border with Pennsylvania. Across the Delaware River in Pennsylvania are Lower Makefield Township, Yardley Borough, and Upper Makefield Township. The uses in these municipalities are primarily residential; therefore, they do not conflict with the residential uses in Ewing Township.

Mercer County is in the process of updating the County Master Plan. It is recommended that Ewing Township participate in that process to ensure that the best interest of the Township is considered. According to the Mercer County Director of Planning, the parent document containing the objectives and goals for the county will be adopted by 2006. In addition, it is anticipated that the portion of the document containing the specific elements of the plan will not be ready for adoption until 2007.

Initial discussions with the Mercer County Director of Planning identified three issues that are expected to be included in the Master Plan and relate to Ewing Township. These identified issues are the redevelopment of the Mercer Crossings area; the need for a West Trenton bypass; and the redevelopment of

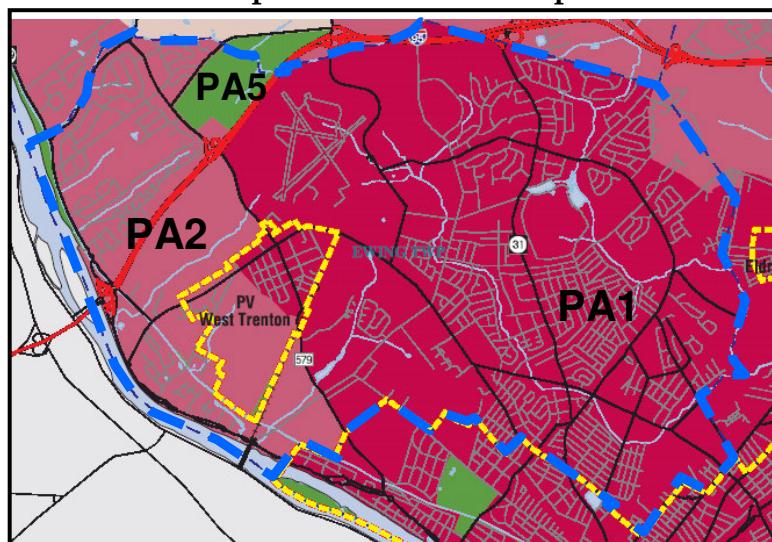
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the GM and Naval Air Warfare Center sites. Ewing Township needs to actively coordinate with the county to ensure that the proper language pertaining to all development affecting the Township's residents and businesses is included in the County Master Plan.

State Development and Redevelopment Plan

The majority of Ewing Township is designated as Planning Area 1, or the Metropolitan Planning Area. This planning area is designated as the area for most future development and redevelopment in the state. The area of the Township located west of County Road 579 is primarily designated Planning Area 2, or Suburban Planning Area, with the exception of an area between Sunset Avenue to the north and Trenton Avenue to the south. There is a portion of the Township located between Nursery Road to the east/south, County Road 579 to the west/south, and Windybush Way to the north that is also designated Planning Area 2. The Mountain View Golf Course north of Interstate 95 is designated as a Park or Natural Area. Ewing's zoning and land use policies are consistent with the State Plan's goals, objectives and purposes for Planning Areas 1 and 2.

Figure 18.0
State Development and Redevelopment Plan



Source: New Jersey Office of Smart Growth

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County Solid Waste Management Plan

In 1983, the Mercer County Board of Chosen Freeholders gave the Mercer County Improvement Authority (MCIA) the responsibility of implementing the county's solid waste plan under the New Jersey Solid Waste Management Act. As a result, the MCIA implemented the county recycling program. The program allows the MCIA to reduce the amount of material flowing to the GROWS Landfill in Pennsylvania.

The MCIA provides Ewing with a curbside recycling program. This program is available to residents and small businesses in Ewing Township. Commercial and institutional establishments who are not eligible for the small business program are required to make their own arrangements for recycling. The Sanitation Department of the Township of Ewing handles the scheduled removal of brush, leaves, and yard debris. The Sanitation Department also handles collection and removal of large items and appliances.

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CONTACTS AND RESOURCES

Federal Administrations/Associations

Federal Highway Administration (FHWA)

400 7th Street, S.W.
Washington, D.C. 20590
202/366-0650
www.fhwa.dot.gov

As a branch of the U.S. Department of Transportation, FHWA is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date. Although State, local, and tribal governments own most of the Nation's highways, the FHWA provide financial and technical support to them for constructing, improving, and preserving America's highway system. FHWA's annual budget of more than \$30 billion is funded by fuel and motor vehicle excise taxes. The budget is primarily divided between two programs: Federal-aid funding to State and local governments; and Federal Lands Highways funding for national parks, national forests, Indian lands, and other land under Federal stewardship.

Federal Aviation Administration (FAA)

800 Independence Avenue, S.W.
Washington, D.C. 20591
1-866-TELL-FAA (835-5322)
www.faa.gov

The FAA is responsible for the safety of civil aviation. The Federal Aviation Act of 1958 created the agency under the name Federal Aviation Agency. The FAA adopted its present name in 1967 when it became a part of the Department of Transportation.

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National Recreation and Park Association (NRPA)

22377 Belmont Ridge Road
Ashburn, VA 20148
703/858-0784
www.nrpa.org

The Mission of the National Recreation and Park Association is "To advance parks, recreation and environmental conservation efforts that enhance the quality of life for all people."

State and Regional Agencies/Commissions

New Jersey Department of Transportation (DOT)
P.O. Box 600
Trenton, NJ 08625-0600
609/530-2001
www.njdot.nj.gov

The NJDOT is responsible for managing, maintaining, regulating, and formulating policies regarding state highways.

Council on Affordable Housing (COAH)

Council on Affordable Housing
101 South Broad Street
P.O. Box 813
Trenton, NJ 08625
609/292-3000
www.state.nj.us/dca/coah

The Council on Affordable Housing exists to facilitate the production of sound, affordable housing for low and moderate income households by providing the

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most effective process to municipalities, housing providers, nonprofit and for profit developers to address a constitutional obligation within the framework of sound, comprehensive planning.

New Jersey Department of Environmental Protection (DEP)

401 East State Street
Trenton, NJ 08625
609/777-DEP3 (3373)
www.nj.gov/dep

The Department of Environmental Protection assists the residents of New Jersey in preserving, sustaining, protecting and enhancing the environment to ensure the integration of high environmental quality, public health and economic vitality.

South Eastern Pennsylvania Transportation Authority (SEPTA)

1234 Market Street
Philadelphia, PA 19107
215/580-7800
www.septa.org

SEPTA is the nation's fifth largest public transportation system, with a vast network of fixed route services including bus, subway/elevated, trackless trolley, light rail, and commuter rail serving a 2,200 square mile service region. SEPTA is also one of the region's largest employers, with a workforce of about 9,000 employees.

Delaware River Joint Toll Bridge Commission (DRJTBC)

110 Wood Street
Morrisville, PA 19067
215/295-5061
www.drjtbc.org

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The mission of the Delaware River Joint Toll Bridge Commission is to provide safe and efficient river crossings over 139 miles of river within its jurisdiction. Stretching from northern Burlington County, New Jersey and Bucks County, Pennsylvania northward to the New York State Line, the Commission's jurisdiction encompasses a diverse geographic region featuring bustling cities, quaint river villages, and scenic portions of the Delaware River where nature's beauty abounds.

State Historic Preservation Office (SHPO)

Department of Environmental Protection
Natural and Historic Resources
Historic Preservation Office
P.O. Box 404
Trenton, NJ 08625-0404
609/292-2023
www.state.nj.us/dep/hpo

New Jersey's Historic Preservation Office, located within the Department of Environmental Protection, brings expertise in a variety of fields essential to preserving historic resources. We count among our staff historians, researchers, planners, architectural historians, architects, engineers, and archaeologists. We respond to more than 40,000 calls yearly from people working to preserve, protect and promote New Jersey's historic resources.

New Jersey Department of Education (DOE)

PO Box 500
Trenton, NJ 08625
609/292-4469
www.state.nj.us/njded

The New Jersey State Department of Education will provide leadership for a superior education by utilizing multiple and diverse paths to success for all children in New Jersey.

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Delaware Valley Regional Planning Commission (DVRPC)

111 S. Independence Mall East
Philadelphia, PA 19106
215/592-1800
www.dvRPC.org

DVRPC is an interstate governmental organization, serving nine counties in the New Jersey/Pennsylvania area. DVRPC works to foster regional cooperation between city, county, and state governments and focuses on transportation, land use, environmental and economic development issues. DVRPC also provides services and advice to member governments through planning.

Green Acres Program

NJDEP – Green Acres Program
401 East State Street
Trenton, NJ 08625
609/984-0500
www.state.nj.us/dep/greenacres

The Green Acres Program was created in 1961 to meet New Jersey's growing recreation and conservation needs. From 1961 through 1995 New Jersey's voters overwhelmingly approved nine bond issues, earmarking over \$1.4 billion for land acquisition and park development.

On November 3, 1998, New Jersey voters approved a referendum which creates a stable source of funding for open space, farmland, and historic preservation and recreation development, and on June 30, 1999, the Garden State Preservation Trust Act was signed into law. The bill establishes, for the first time in history, a stable source of funding for preservation efforts.

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County/Municipal Authorities/Associations/Departments

Greater Mercer Transportation Management Association (GMTMA)

15 Rodzel Road
Princeton, NJ 08540
609/452-1491
www.gmtma.org

Greater Mercer Greater Mercer TMA is a non-profit partnership of the public and private sectors, dedicated to reducing traffic congestion and improving mobility in and around Mercer County by providing a variety of commuter programs and services.

Greater Mercer TMA was established in 1984. Its members are large and small employers, local governments, authorities and state agencies who share its commitment to providing transportation choices through a multi-modal, balanced, transportation system.

Ewing Township Municipal Offices

2 Jake Garzio Drive
Ewing, NJ 08628
609/883-2900
www.ewingtwp.net

Ewing Police Department (EPD)

2 Jake Garzio Drive
Ewing, NJ 08628
609/882-1313
www.ewingpolice.com

The mission of the Ewing Township Police Department is to work in partnership with the community to provide service and in accordance with constitutional rights, to enforce the law, preserve the peace, reduce fear and enhance the quality of life within our community.

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Ewing Lawrence Sewerage Authority (ELSA)

600 Whitehead Road
Lawrenceville, NJ 08648
609/587-4061

The ELSA provides wastewater services to residential and commercial uses in Ewing Township.

Trenton Water Works (TWW)

PO Box 528
Trenton, NJ 08603-0528
609/989-3222

The Trenton Water Works is responsible for providing safe, adequate and proper water service to its customers.

Mercer County Improvement Authority (MCIA)

Mercer County Improvement Authority
McDade Administration Building
640 South Broad Street
Trenton, NJ 08650
609/278-8100

The Mercer County Improvement Agency runs the county recycling program, the Sovereign Bank Arena, and controls financing for capital projects. The financing program is designed to supply school districts, local governments, fire departments and not-for-profit agencies with funds required to meet capital needs.

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Private Not-For-Profit Organizations

Urban Land Institute (ULI)

1025 Thomas Jefferson Street, NW
Suite 500 West
Washington, DC 20007
202/624-7000

As the preeminent, multidisciplinary real estate forum, ULI facilitates the open exchange of ideas, information and experience among local, national and international industry leaders and policy makers dedicated to creating better places.

The mission of the Urban Land Institute is to provide responsible leadership in the use of land to enhance the total environment.

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GLOSSARY OF ACRONYMS

Federal Administrations/Associations

FHWA	Federal Highway Administration
FAA	Federal Aviation Administration
NRPA	National Recreation and Park Association

Federal Acts/Laws/Codes/Plans

TEA-21	Transportation Efficiency Act for the 21 st Century
ISTEA	Intermodal Surface Transportation Efficiency Act
NTS	National Transportation System
NEXTEA	National Economic Crossroads
SAFETEA-LU	Transportation Efficiency Act Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places

State and Regional Agencies/Commissions

NJDOT	New Jersey Department of Transportation
COAH	Council on Affordable Housing
NJDEP	New Jersey Department of Environmental Protection
SEPTA	South Eastern Pennsylvania Transportation Authority
DRJTBC	Delaware River Joint Toll Bridge Commission
SHPO	State Historic Preservation Office
NJDOE	New Jersey Department of Education
DVRPC	Delaware Valley Regional Planning Commission

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State Acts/Laws/Codes/Plans/Programs

MLUL	Municipal Land Use Law
NJSA	New Jersey Statutes Annotated
SDRP	State Development and Redevelopment Plan
SHAMC	State Highway Access Management Code
NJAC	New Jersey Administrative Code
NJRHPA	New Jersey Register of Historic Places Act
NJRHP	New Jersey Register of Historic Places
NJR	New Jersey Register
NHPA	National Historic Preservation Act
SCORP	New Jersey Statewide Comprehensive Outdoor Recreation Plan
RSIS	Residential Site Improvement Standards
Green Acres - R.O.S.I	Green Acres - Recreation and Open Spaces Inventory

County and Municipal Agencies/Commissions

GMTMA	Greater Mercer Transportation Management Association
EPD	Ewing Police Department
TRT	Ewing Police Department Tactical Response Team
HPC	Ewing Township Historic Preservation Commission
ELSA	Ewing Lawrence Sewer Authority
TWW	Trenton Water Works
MCIA	Mercer County Improvement Authority
HPC	Ewing Township Historic Preservation Commission
T.R.A.D.E.	Transportation Resources to Aid the Disadvantaged and Elderly

Municipal Board of Education

AIM	Achievement in Mathematics
ACE	Academic Class Enrichment

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**D.A.R.E.
G.R.E.A.T.**

Drug Abuse Resistance Education
Gang Resistance Education and Training

Private Entities

ULI	Urban Land Institute
TCNJ	The College of New Jersey
GM	General Motors
NJM	New Jersey Manufacturer's
PSE&G	Public Service Electric and Gas

General Terms

ERI	Environmental Resource Inventory
R.O.W.	Right-of-way
D&R CANAL	Delaware and Raritan Canal
GIS	Geographic Information Systems
EGI	Educational-Governmental-Institutional
GDP	General Development Plan
TOD	Transit Oriented Development
LDO	Land Development Ordinance
TDR	Transfer of Development Rights
F.A.R.	Floor Area Ratio
RCA	Regional Contribution Agreement
NTS	National Transportation System
CMAQ	Congestion Management Air Quality
CR	County Road
MP	Milepost
LOS	Level of Service
HDTV	High Definition Television
G.R.O.W.S.	Geological Reclamation Operations and Waste System