



MASTER PLAN

1990

CLARKE & CATON
Architects and Planners

Addendum to the Readington Township Master Plan

The following pages contain amendments to the Readington Township Master Plan that were adopted by the Planning Board on June 25, 1990. These pages are intended to replace pages 125 and 126 of Master Plan adopted on January 22, 1990.

(ADDENDUM\472)

provided in the American Association of State Highway and Transportation Officials (AASHTO) design standards.

AIRPORT

In accordance with the Airport Safety and Hazardous Zoning Act of 1983 (p.L. 1983, C-260), the Land Use Map (Plate I) includes the location of the Airport Hazard Areas for the runways for the Solberg Airport. The airport is located in the northeastern quadrant of Readington township and is generally bordered by Pulaski Road to the north, Lightfield Road to the west, Readington Road to the south and Airport Road to the east.

Solberg Airport is located within the RR district and is flanked by existing single family detached homes. Readington Township is concerned about the land use incompatibilities which arise from operating an airport in the midst of a large single family detached housing district. It is Readington Township's desire that the airport not grow beyond being a local recreational airport. Any expansion or significant improvements proposed to the airport facilities (including runways) should be approved by the Planning Board so the impact of the expansion on the surrounding land uses and the municipal infrastructure can be properly evaluated.

To achieve the goal of preserving Solberg Airport as a local recreational airport and at the same time protecting the rights of single family residences within the surrounding RR district, it may be necessary and desirable for the Township to acquire Solberg Airport in the future and to operate it as a municipal facility open to the public.

TRANSPORTATION DEVELOPMENT DISTRICT

On March 13, 1990, the Hunterdon County Board of Chosen Freeholders unanimously approved a Resolution authorizing the County Planning Board to file an application for the designation and delineation of a transportation development district within the Townships of Readington and Tewksbury. In accordance with the "New Jersey Transportation Development District Act of 1989", a TDD application was submitted to the New Jersey Department of Transportation (NJDOT). On April 19, 1990 NJDOT approved the establishment of the Hunterdon County Transportation Development District for Readington and Tewksbury Townships.

The TDD boundaries are shown on the attached copy of the approved TDD map. The western boundary follows the Readington Township border to the Conrail (L.V.R.R.) railroad tracks which serve as the southern boundary limits. The southern boundary extends eastward to the Readington Township/Branchburg Township border. The eastern boundary follows the Lamington River into Tewksbury Township. The northern boundary follows property lines north of Lamington Road to the western border.

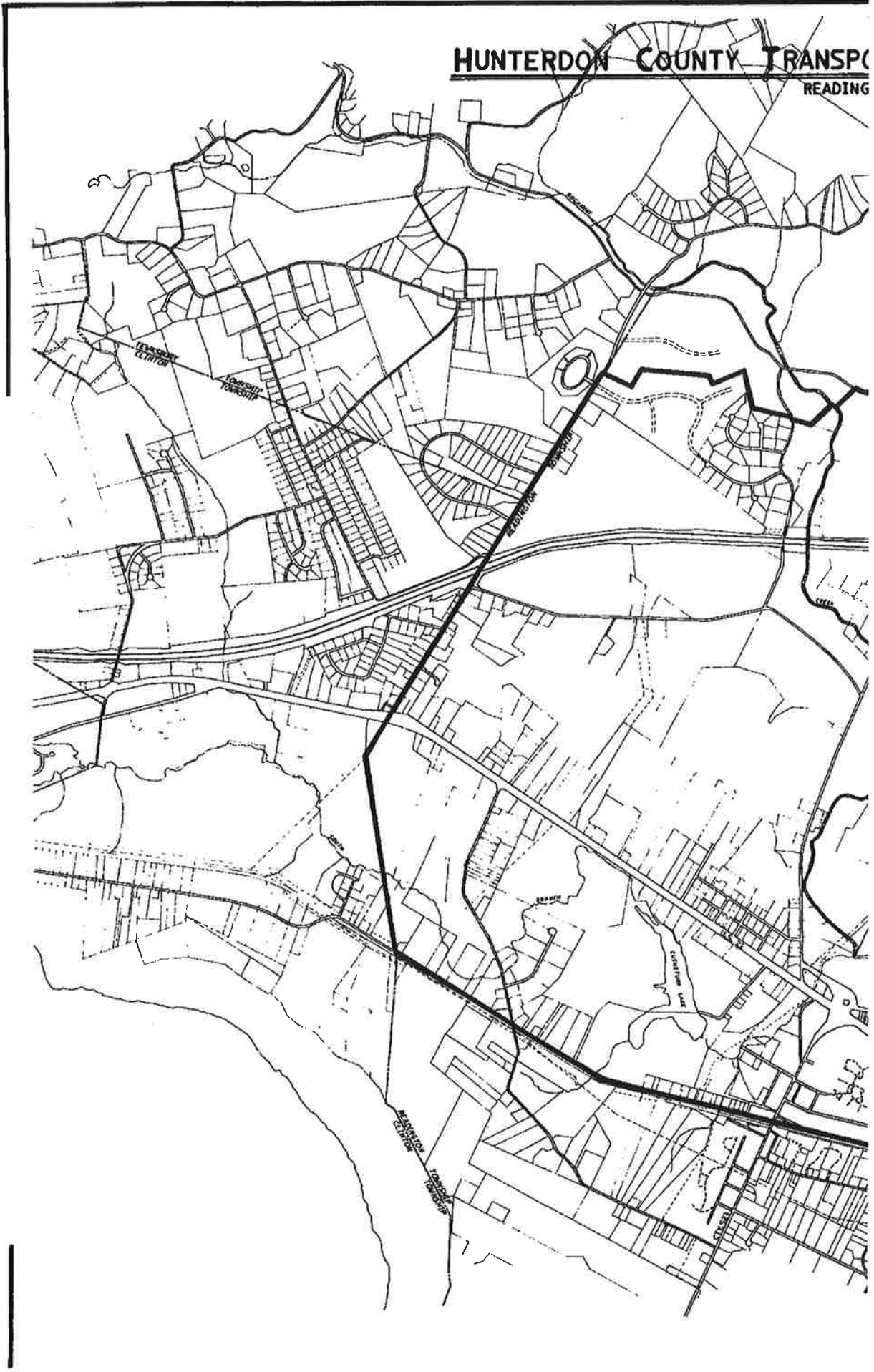
The Township of Readington in Hunterdon County is traversed by one of the most rapidly growing development corridors in New Jersey. At the eastern edge of the County, the Township has access to Interstate 78 through an interchange with County Route 523. Presently, the land adjacent to the interchange is mostly undeveloped. However, both the Readington and Tewksbury Township planning boards have received and, in concept, approved proposals for more than four million square feet of corporate office space.

A Transportation Development District (TDD) is a designated area which can range in size from a single development to several towns. The area within its boundaries is studied to assess what traffic trouble spots already exist and what problems will be created by proposed developments. Roadway improvements can then be recommended and a formula for allocating their cost among developers who make them necessary can be determined. The results of the study are presented in a master traffic plan, which may be implemented as is or used as the basis for downzoning existing zoning classifications, thereby avoiding traffic congestion in the first place.

After more than two years of committee meetings and staff work, Readington Township, in cooperation with Hunterdon County and Tewksbury Township, retained professional services to study the feasibility of a Transportation Development District. The primary purpose of this study was to identify the extent and nature of required roadway improvements and an equitable method of sharing the costs of these improvements. Any new development, or addition to existing developments, locating within the TDD boundaries will be assessed a fair share contribution utilizing the approved rational nexus formula. The study methods were developed so as to highlight the logical relationship between new land development projects and the need for roadway improvements.

In general, the formation of a Transportation Development District is an effective way to address the problems associated with providing transportation improvements in rapid growth areas. Based on conventional transportation modeling techniques and an equitable cost sharing methodology a public-private partnership can be created to finance the costs of necessary road improvements in an area with limited existing infrastructure. The forging of such a partnership between Hunterdon County, Readington Township and Tewksbury Township will provide a means for collective action that is not otherwise available.

HUNTERDON COUNTY TRANSPORTATION
READING



SPECIFIC IMPROVEMENTS

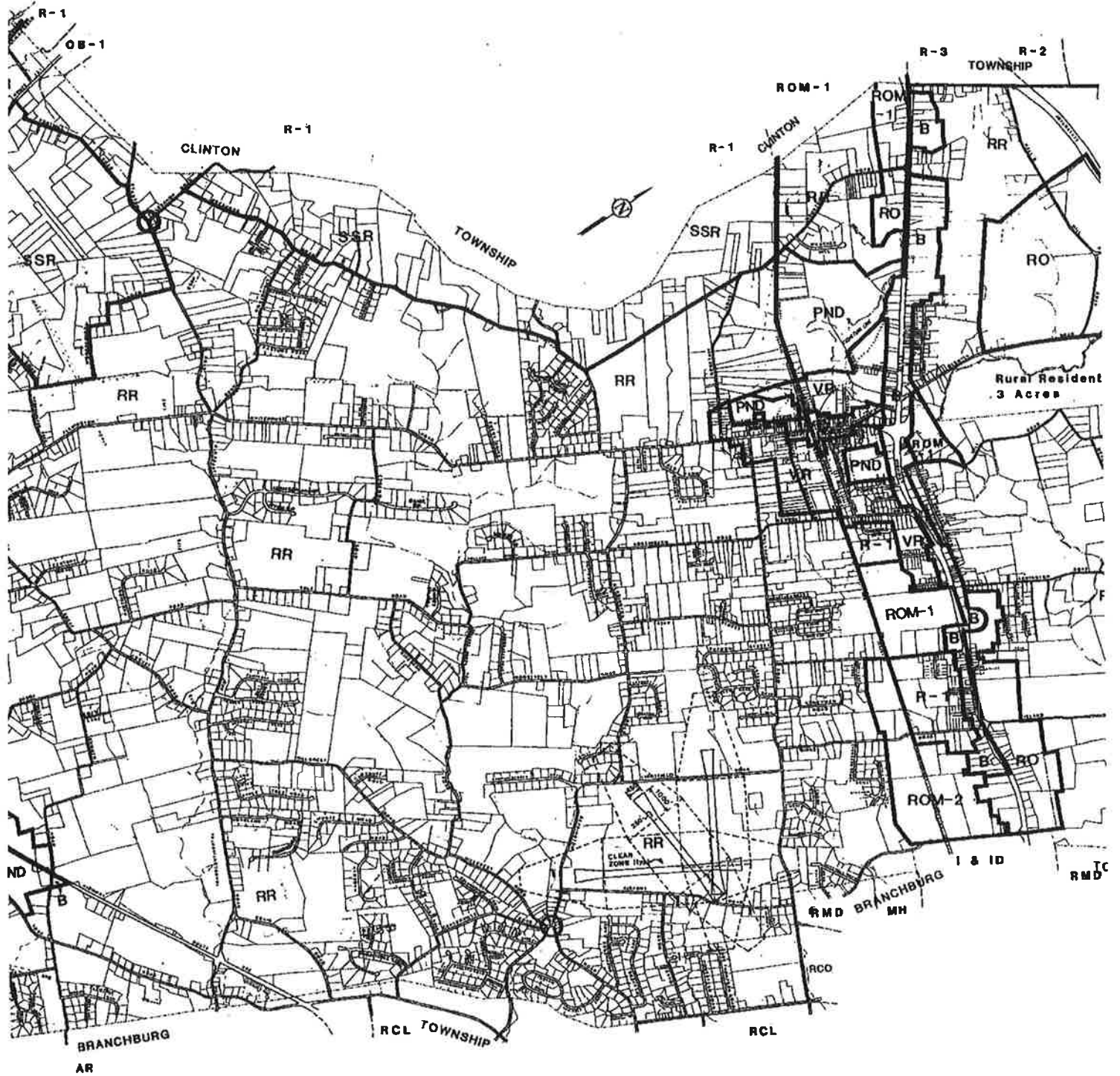
The following is a list of suggested transportation improvements in Readington Township, grouped by type. These are also shown on an attached map.

Roadways

The openings in the median of U.S. Route 22 require improvement. The section of U.S. Route 22 in the township should be the subject of a major highway design project. Four of the ten locations in the Township with the most accidents are on this roadway. Preliminary analysis indicates that there may be too many median openings and that the median is too narrow for the simple openings that currently exist. It should therefore be possible to close most of the openings and redesign the remaining openings to higher standards, full width shoulder, "jug-handles" and traffic control devices as deemed appropriate.

In this regard, it is critical for safe and efficient traffic flow that the access road from the Van Horne Mill at Cushetunk Lake which will intersect Route 22 from the south align with the planned intersection with the Merck access road from the north.

In addition, a service road parallel to Route 22 should be planned for properties on the west bound section of the highway in the western section of the township. As development applications for this area come in, the service road should be a condition of approval. This service road would organize the interaction of traffic between the various commercial parcels and Route 22 and



PND	PLANNED NEIGHBORHOOD DEVELOPMENT	B	BUSINESS
SSR	STEEP SLOPE RESIDENTIAL	RR	RURAL RESIDENTIAL
ROM-1	RESEARCH-OFFICE-MANUFACTURING	VC	VILLAGE COMMERCIAL
ROM-2	RESEARCH-OFFICE-MANUFACTURING	VR	VILLAGE RESIDENTIAL
RO	RESEARCH OFFICE		
R-1	RESIDENTIAL	○	HAMLETS

MASTER PLAN AND RE-EXAMINATION REPORT

**READINGTON TOWNSHIP
HUNTERDON COUNTY, NEW JERSEY**

ADOPTED BY THE

READINGTON TOWNSHIP PLANNING BOARD

January 22, 1990

PREPARED BY:

**READINGTON TOWNSHIP PLANNING BOARD AND
CLARKE & CATON, A PROFESSIONAL CORPORATION**

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**The original document was signed and sealed in accordance with
N.J.S.A. 45:14A-12 and N.J.A.C. 13:41-1.3 adopted by the New Jersey
State Board of Professional Planners.**

CREDITS AND ACKNOWLEDGEMENTS

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In addition, grateful acknowledgement is made to Teresa Martin as an active member of the Planning Board in 1988, Stephanie Stevens the Township Historian, the Board of Education, the Whitehouse, Readington and Three Bridges Fire Companies, the late Charles Agle and other outside agencies, consultants, and Township residents who contributed to this master plan. Particular credit is due Jim Giblin, PE of Edwards & Kelcey who principally authored the circulation element of this Master Plan.

READINGTON TOWNSHIP MASTER PLAN

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I. RE-EXAMINATION REPORT

In accordance with N.J.S.A. 40:55D-89 of the Municipal Land Use Law, every municipality in the State of New Jersey must periodically re-examine its master plan and development regulations. The following represents the re-examination of the Readington Township Master Plan as outlined by the Municipal Land Use Law.

40:55D-89a

The major problems and objectives confronting the Township at the time of the 1981 Master Plan were the following:

- Preservation and improvement of the rural residential character of the Township.
- Balancing of the population by providing housing opportunities for smaller families in denser developments in areas that could be provided with adequate public water and sewer service.
- Provision of adequate recreation and educational facilities. Recommendations included the acquisition of a site for a school, recreation, and neighborhood community center in the vicinity of Route 523 and Pleasant Run Road as well as expansion of recreation facilities at existing school sites.
- Provision of opportunities for local employment in office, light industry and research.
- Incorporation into subdivision, site plan and building design features which would conserve energy.
- Provision of areas for convenient shopping that would service the daily needs of the residents of the Township and discourage the development of regional shopping centers.
- Preservation of agricultural lands and protection of streams, woodlands and environmentally sensitive areas. Clustering of developments was recommended.
- Traffic concerns included the alignment of County Route 523 at Route 22 and in the areas of Readington Road, Pleasant Run Road, and Barley Sheaf Road.

Since the adoption of the 1981 Master Plan, the Township Committee and its appointed Boards and staff have worked to support the plan. The following is a brief discussion of how the major problems and objectives confronting the Township at the time of the Master Plan adoption have been reduced or increased:

- Through the adoption of zoning regulations Readington has tried to preserve the rural residential character of the township. A large majority of the township is zoned RR and SSR which require minimum lot sizes of 3 and 5 acres.
- Since the adoption of the last Master Plan, the Whitehouse Village and Hunter's Crossing developments have been constructed. These projects, along with the Cushetunk Commons and Van Horne's Mill development approvals will help to provide a diverse selection of housing types for the community. Furthermore, the Whitehouse Village, Cushetunk Commons and Van Horne's Mill projects will provide low and moderate income housing units that will assist Readington in meeting its fair share allocation.
- The Township has recently purchased 55 acres on Hillcrest Road and is constructing three soccer fields on the site. In addition, 116 acres of woodlands on Pleasant Run Road for open space preservation are scheduled to be acquired.
- Since the adoption of the 1981 Master Plan, Readington has been successful in attracting quality development that will provide opportunities for employment for the residents of the Township. Currently under construction is the new corporate headquarters for Merck Pharmaceuticals. Several other large office complexes have received Planning Board approval and expect to break ground in the near future.
- Many of the new developments within Readington have taken advantage of the open space cluster option in the RR zone or are within the Planned Residential Neighborhood sections of Whitehouse Station and Three Bridges. These types of developments help to conserve energy by the nature of their construction and proximity to major transportation routes.
- New projects such as Bishop's Market Complex provide convenient shopping and service the daily needs of the residents of the area. No regional shopping centers have been proposed or approved within Readington, consistent with the 1981 Master Plan recommendation that developments of this type be discouraged.

- In 1984 Readington Township adopted an agriculture cluster ordinance that supported the recommendations of the 1981 Master Plan. Under these regulations one major subdivision, Roper Homes, received preliminary subdivision approval and will permanently restrict the deeds for 80% of the tract for farmland. In December of 1988 revisions to this ordinance were adopted to further encourage the preservation of farmland.

The open space cluster option has been utilized in a number of subdivisions and has provided protection of stream corridors and environmentally sensitive areas which would have otherwise been incorporated into building lots.

- Since highway improvements are typically long range capital projects, the traffic concerns of the 1981 Master Plan are still being addressed. Readington has been participating in a transportation improvement district (TID) study with Hunterdon County and Tewksbury Township which will determine the types and extent of improvements to be made to the Route 523 corridor and will assess developers their share of the cost of the required road improvements based on the impact of each respective project.

Studies are currently underway to determine the best alignment of the Route 523 by-pass which will relieve traffic congestion on Main Street in Whitehouse Station and will improve the intersection of Route 523 and Route 22.

40:55D-89 c and d

The changes in assumptions, policies and objectives between the 1981 and the new Master Plan can generally be considered refinements rather than significant changes. The goals and policies of the new master plan are outlined in detail in the new plan. Some of the changes include the additions of historic preservation and recycling elements to the plan.

Development trends in Readington since the 1981 Master Plan have consumed large areas of farmland within the Township. Readington is taking a more aggressive approach with this Master Plan and revisions to the development ordinance that will hopefully serve to preserve more acres for permanent farmland.

The rapid growth of Hunterdon County and the completion of Route 78 have put an added strain on the existing road system within Readington Township. Route 523 is still of particular concern as it was in the 1981 plan. Proposed changes to the land use designations along portions of Route 22, where much of the land is cut up into undesirably small parcels, are intended

to reduce some of the problems by increasing development road frontages and thereby reducing the number of driveways on Route 22.

A village commercial area is proposed for the Village of Whitehouse Station. It is intended to encourage the development of business uses on the first floor and permit residential dwellings on the floors above. This mix of uses should add vitality to the village.

Other modifications include the reduction of ROM designated areas and the development of RO designated areas along the frontage of Routes 22 and 202.

Modifications to the 208 Plan for Readington will serve to redefine areas for future intensive development. These changes are reflected in the sewer and water franchise maps and in the proposed land use map.

II. GOALS & POLICIES

The basic goal of this Master Plan is to establish reasonable objectives which will provide a balance between farming, open space preservation and appropriate residential and commercial development with regard to the community's highways, facilities and services, natural features, existing development characteristics, and available land. Within this framework, the following specific goals and policies are established for Readington Township:

1. Agricultural Preservation

Goal: Preserve farmlands and encourage their continued use recognizing that farming is an important component of the economy of the township, the region, and the state, and that agricultural lands are an irreplaceable natural resource.

Policies: Coordinate local agricultural land use preservation guidelines with those of the state and the county and with those of adjoining municipalities.

Preserve large agricultural areas free from the intrusion of residential and other uses.

2. Environmental Protection

Goal: Protect environmentally sensitive areas, preserve the natural environment, and ensure a compatible balance between economic and environmental interests.

Policies: Conserve and protect as many environmentally sensitive areas as possible. To that end (i) continue to require new development to observe rigorous performance standards to eliminate any potential adverse environmental effects; and (ii) relate development standards and the permitted intensity of use to the carrying capacity of the soil, and water supply, and the objective of preserving natural features.

Encourage the development of a Township-wide "greenbelt" system, incorporating natural areas, stream corridors, environmentally sensitive areas and areas of scenic beauty, in order to connect various parts of the Township through an open space network. It is recommended that the Township sponsor studies to identify the areas that should be preserved.

Promote energy conservation through the use of planning practices designed to reduce energy consumption and provide for maximum utilization of renewable resources.

3. Residential Development

Goal: Preserve the existing housing stock and provide the opportunity for the development of a wide variety of housing types to meet the needs of varied income and age levels, family compositions, and life styles.

Policies: Increase the opportunities for households to obtain satisfactory housing at affordable prices through use of planned development and clustering techniques where appropriate.

Investigate alternate forms of residential clustering that promote, at selected locations served by public sewer & water, compact residential clusters maximizing the amount of common open space to be achieved.

Meet the housing needs of a wide range of income and age levels, with particular attention being paid to accommodating the Township's Mt. Laurel II housing obligation, by providing varied housing types (e.g. large lot single family detached, small lot single family, townhouses, two-family, patio homes, and multi-family structures) at varying residential densities and by physically upgrading substantial and/or deteriorated housing units occupied by low and moderate income households.

Encourage cost-performance methods and designs to enable the construction of affordable housing without creating an adverse impact on the public health, safety and general welfare of the Township or on future residents of the development.

4. Economic Development

Goal: Encourage development of industrial, office, research, commercial, and service uses, selected and regulated so as to preclude land use incompatibilities and in an amount that would increase the tax base which supports the local government and the public school system without disturbing the fragile residential-agricultural balance in the rest of the Township or negatively impacting traffic circulation.

Policies: Encourage retail and service activities located in well-designed shopping areas with direct access from major arteries and in an amount not in excess of that needed to satisfy the commercial demands of local residents and businesses.

Maintain strict performance standards for the development of industrial, office, research or commercial uses such that development compatible with the environment will be assured.

Encourage retention of farm land as an agricultural business, to the extent practical, adding diversity to the Township's economic and local job base. Investigate creation of "farmettes", agricultural districting or other techniques to accomplish this policy.

5. Circulation

Goal: The encouragement of transportation routes and traffic controls designed to promote the free and coordinated flow of traffic, and discouragement of facilities and routes which would result in congestion or blight.

Policies: Encourage the channelization of traffic onto appropriate facilities in a manner which produces a minimum detriment to residential areas.

Continue to accommodate traffic from approved new land development projects while maintaining existing levels-of-service.

Endorse the use of public transportation and mass transit through programs which promote carpooling and vanpooling. Support existing and potential park-and-ride and kiss-and-ride facilities in the Township.

Continue to coordinate the Township's street pattern with present and proposed highway construction.

6. Community Facilities/and Recreation

Goal: Ensure the provision of ample community, recreation and educational facilities to adequately accommodate existing and future township needs.

Policies: Encourage location of new public facilities such as parks and schools so that they are within effective service areas of future population centers. Also promote cooperative use of school facilities for recreational and community activities to the extent practicable.

Continue the creation of local park and recreation systems distributed and designed to provide a variety of open space uses to accommodate existing and future resident needs.

Promote the development of a Township-wide "greenbelt" network which includes major environmentally sensitive areas and enables creation of natural buffers and linkages between existing and future development areas as well as parks and public facilities.

Provide adequate public safety service (police, fire, rescue squad) with appropriate facilities, manpower and equipment distributed according to existing and future development patterns.

7. Utilities

Goal: Ensure that more intensive development occurs in areas where sewers and water supply are already or most likely to become available.

Policies: Discourage water, sewer, and highway improvements which would increase growth pressures in agricultural areas.

Ensure that new lower density development areas which will not be serviced by the short-range public sewer systems adhere to strict environmental performance standards prior to development approvals and follow sound septic system management techniques to assure high levels of ground water and stream quality.

Ensure that high density development areas are adequately served by public water, sewers, storm drainage and other utility systems in an economic and coordinated manner.

8. Historic Preservation

Goal: Preserve and protect sites and villages of significant historic interest for present and future generations to appreciate and enjoy.

Policies: Encourage the preservation and restoration of structures and villages of significant historic interest.

Continue the nomination of significant structures and villages for inclusion on the State and National Register of Historic Places.

Make the residents aware of the rich history of Readington Township and encourage appreciation of the architecture of significant structures.

9. Recycling

• **Goal:** Ensure the recycling of materials within the township in compliance with the New Jersey Mandatory Source Separation and Recycling Act P.K. 1987.

• **Policy:** Establish and enforce township regulation on the recycling of materials.

• Provide for the collection of recyclable materials and increase the types of items to be collected.

III. Land Use

Readington Township was settled in the early 18th century as a farming community and remained predominantly agriculturally-oriented for 250 years. The village of Three Bridges in the south, along the South Branch of the Raritan River and a handful of other crossroads hamlets emerged from amongst the farmland over the years. Potterstown and Readington are two of the oldest settlements in the area. In 1847 the railroad arrived and spawned a village around the station at Whitehouse.

After the second World War and with the improvement of the major arterial systems (most notably Routes 22 and 202) the Township began to show tangible signs of change. Highway-oriented business uses began to occupy sites along Route 22 and the pace of single-family residential construction began to accelerate. However, residential development was still generally nestled near the established villages or the Route 22/28 corridor. This development pattern permitted farming to continue virtually unimpeded in the vast interior of the Township (the area between Routes 22 and 202).

However, during the past two decades development pressures have been increasing dramatically in Readington. The State Highway corridors of Routes 22, 202 and 31 and U.S. Interstate 78 make the Township widely accessible and its rural character and rolling landscape make it a desirable location to live and work. In 1986 portions of Interstate 78 were completed to the east into Union and Essex Counties and portions to the west into Pennsylvania are nearing completion. With increasing capacity on the regional highway network the development pressures within the Township continue to mount.

In recent years the residential development pattern has shifted from the historical mode described above into a more conventional subdivision approach. These recent subdivisions have been comprised generally of large single family homes on 3 acre lots utilizing wells and on-site septic systems. Substantial areas of farmland within the interior of the Township have been consumed by rural residential subdivisions.

A telling example of recent growth is evident in Tax Map Block 70. At the time of the 1981 Master Plan this block was just starting to develop with only a few subdivisions in place. Today Block 70 is almost entirely developed with single family detached homes.

During this same time span almost all of the acreage designated for planned development near the villages of Whitehouse Station and Three Bridges has been either developed or is approved for development. Four planned residential developments - Hunter's Crossing, Whitehouse Estates, Van Horne Mill at Cushetunk Lake and Cushetunk Commons - collectively comprise over 1,400 dwelling units. All of the dwelling units within three of these developments are attached building types (townhouses and condominium flats);

the fourth development - Van Horne Mill at Cushetunk Lake - has a mixture of single family detached and attached units.

These planned developments were first made possible in the Township's 1981 Master Plan. The developments of Hunter's Crossing and Whitehouse Village are virtually completed and Van Horne Mill (574 units) and Cushetunk Commons (160 units) are approved for development. The only remaining parcel in the PND zone suitable for planned development is a 30 acre tract on the north shore of Cushetunk Lake. At the maximum permissible density this tract would accommodate 180 units in an inclusionary development.

Consequently, the Township has zoning in place for over 900 additional units within planned developments which require a set-aside of 20% of the units for households of low and moderate income. This zoning has been given substantive certification by the NJ Council on Affordable Housing for meeting the Township's Mount Laurel housing obligation until 1995 under the Fair Housing Act. The Township's Fair Share Plan calls for portions of its 265 unit need to be met through rehabilitation of substandard housing stock, construction of senior citizen units and rental housing.

Notwithstanding the unprecedented residential growth of recent years, the residentially-zoned land throughout Readington is still only about 40% developed. There were an estimated 4,325 occupied housing units at the beginning of 1989 out of a total residential capacity at full build-out of 10,694 units. At full development under existing zoning the Township's population is expected to reach 33,000 persons (see Table 14).

Given the fact that 60% of the Township's residentially-zoned land area is still undeveloped, efforts to preserve farmland as a viable land use within Readington can still be fruitful. Much of the undeveloped and sparsely developed rural residential districts in the Township are designated by Hunterdon County as part of the Agriculture Development Area. These areas are generally included within Tiers 6A, 6B or 7 in the Preliminary State Development and Redevelopment Plan.

The Township has been aggressive in purchasing development rights and in encouraging clustering of development through zoning requirements as means to preserve as much of the local agricultural heritage as possible. Readington Township took the lead in Farmland Preservation in 1978 when it passed the first local bond referendum in New Jersey to designate public funds for the purchase of agricultural easements. Since that time the Township has allocated two million dollars from a recent local bond issue for a farmland preservation revolving fund. This local money is intended to leverage state and county funds (when they become available) for agricultural easement and land purchases in Readington Township. These efforts are critical to preserving the rural character which helps establish Readington's community identity as a desirable place to live and work.

In the preparation of this Master Plan a study of existing development was conducted and projections were made for a full build-out of the township under the current zoning. This data was entered into the computer model created for the Hunterdon County, Readington Township and Tewksbury Township Transportation Improvement District (TID). This extensive analysis revealed significant traffic circulation problems - both in the immediate future and also after the residential and office developments which have been approved begin to be constructed and occupied.

The purpose of the TID is to identify the circulation system improvements which are necessary in order to maintain reasonable levels of service considering both the impact of new development and background traffic growth. Further, once these improvements are identified the TID apportions the costs among the various developers according to a fair share formula.

The TID revealed that, given current zoning, parts of the Township's highway network would deteriorate to low levels of service unless radical changes were made to accommodate this traffic growth. The Township does not want to sanction traffic improvements which will undermine the rural character of its residential/agricultural areas, nor does it want to encourage development at a scale which will overwhelm the road system.

As a result of this analysis and in response to other concerns the Land Use Map (Plate 1) in this Master Plan recommends the re-zoning of certain formerly industrial or commercial property to residential use. This will bring the non-residential development capacity of the Township into scale with the infrastructure - highways, sewer and water service, etc. - required to support it.

The following table indicates non-residential development projections for the Route 22 and 202 Corridors. This table reveals the estimated existing square footage of development, the square footage of specific planned projects and projections of future development under the existing and proposed zoning recommended with this master plan.

The reduction in non-residential development capacity is relatively modest in the Route 22 corridor (76,500 sf), principally because much of the vacant land is already approved for commercial development and public utility capacities are able to expand to meet the projected need.

However, the Master Plan calls for a major reduction of commercially-zoned property along the Route 202 corridor (2.7 million square feet). This is dictated by the fact that this corridor is still relatively undeveloped (except for the highway frontage at the village of Three Bridges), it has no ready access to additional public sewer capacity and it traverses an area of Readington Township which is still predominantly agricultural in use with roads which are still rural in character.

Rather than encourage strip commercial development along the entire roadside, the Township is reaffirming the policy of the 1981 Master Plan to limit such development to the Three Bridges area - specifically west of Summer Road. This will tend to cluster development at the existing node at Three Bridges in accordance with the growth management policies for villages in the Preliminary State Development and Redevelopment Plan for New Jersey.

In large measure, the land development strategies embodied in this Master Plan reflect the policies of both Hunterdon County's 1986 Growth Management Plan and the Preliminary State Plan. The plan provides for the concentration of high density development within and around the existing villages of Three Bridges and Whitehouse Station where the necessary infrastructure is either in place or planned. Other changes to this plan have been made to acknowledge existing land use patterns within parts of the Township, such as new land use designations for R-1, Village Commercial (VC) and Village Residential (VR). Finally, in rural, active agricultural and environmentally sensitive areas residential lot sizes are 3-5 acres and clustering to preserve the natural landscape is encouraged.

Readington Township

Non-Residential Development Projections for Route 22 and 202 Corridors

Route 22

	<u>Retail</u>	<u>Office</u>	<u>Manufacturing/ Warehousing</u>
1. Existing Zoning	1,112,500 GFA*	1,793,000 GFA	759,000 GFA
2. Proposed Zoning	1,550,000 GFA	1,452,000 GFA	586,000 GFA
3. Specific Projects	111,000 GFA	1,430,000 GFA	444,600 GFA
4. Existing Develop.	<u>375,000 GFA</u>	<u>188,000 GFA</u>	<u>724,000 GFA</u>
Corridor Totals (2,3,4)	2,036,000 GFA	3,070,000 GFA	1,754,600 GFA

Route 202

1. Existing Zoning	231,000 GFA	3,703,000 GFA	-0-
2. Proposed Zoning	454,000 GFA	769,000 GFA	-0-
3. Specific Projects	-0- GFA	51,000 GFA	51,400 GFA
4. Existing Develop.	<u>97,000 GFA</u>	<u>16,500 GFA</u>	<u>-0- GFA</u>
Corridor Totals (2,3,4)	551,000 GFA	836,500 GFA	51,400 GFA

Township Totals (2,3,4):	2,587,000 GFA	3,906,500 GFA	1,806,000 GFA
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Note: The only commercially-zoned vacant property in Readington which is not included in this analysis are the business districts within the villages of Three Bridges and White House Station.

* GFA = Gross Floor Area

Source: Clarke & Caton, April, 1989

The following are descriptions of the land use designations used for the Readington Township Land Use Plan:

Rural Residential RR (1 d.u./3 acre lot)

The majority of Readington Township is designated for Rural Residential (RR) development. Three types of developments are possible under this zone, including conventional three acre single family lots, open space cluster development with two acre lots and one-third of the tract devoted to open space, and agriculture clusters with smaller lots and a percentage of the tract permanently preserved for agricultural use.

Much of Readington Township is still farmed; however, subdivisions and random single family homes are encroaching into the agricultural areas. For the most part, RR designated areas are not within the sewer and water districts within the township. This lack of public utilities in conjunction with environmental concerns and geologic and topographic constraints are the primary deterrents to intensive development in these areas.

Readington is concerned with the pace of development within the township and with how this development has consumed large areas of prime farmland. This concern has led to the adoption of a progressive agriculture cluster requirement within the RR zone which provides for the permanent preservation of land for agriculture. Readington Township strongly favors the clustering of residential development as the principal permitted use on large tracts of land with agriculturally-significant soils particularly when the tracts are located within the Hunterdon County Agricultural Development Area. On other RR zoned property agriculture clustering will be a conditional use at the option of the applicant.

In areas where public sewer is not available, agricultural clustering may be accomplished with building lots of approximately one acre in size with the remaining two acres of each theoretical three acre lot combined and deed-restricted permanently for agriculture. The building lots created should be large enough to sustain on-site septic systems without adverse groundwater impacts since the overall density would remain at approximately three acres per lot. Where public sewage treatment is available, clustering on lots smaller than one acre in size may be permitted with the remaining acreage permanently deed restricted for agricultural use.

RR properties that are located outside of the ADA or have been exempted from agriculture clustering may develop either as conventional subdivisions or as open space clusters. Under this latter option one-third of the tract is dedicated as permanent open space and two acre minimum lots are permitted for single-family development.

Within the RR district are two hamlets - Stanton and Readington - which have an established historic development pattern that should be preserved. The State Development and Redevelopment Plan describes a hamlet as "a small cluster of homes with a distinct identity in a rural area" and observes that they are typically located at crossroads and have a compact nucleus which permits infill development.

Both of Readington Township's hamlets are worth preserving so it is intended that any residential development of parcels within the hamlets be sensitive to the historic architecture and scale of the existing homes as well as the site planning patterns which evolved in these settlements over the years. For example, if development is proposed for a large tract which starts in the hamlet and continues into the surrounding farmland the houses should be clustered tightly with the hamlet at a similar scale and organization as the existing residential fabric. Furthermore, in this scenario the outer portion of the tract would be permanent open space - perhaps farmed, perhaps not - but at least a natural buffer which will forever set the hamlet apart from the encroaching standard three acre lot subdivision.

In order to further encourage the preservation of farming as a viable land use the RR district will permit the development of agricultural commercial villages as a conditional use. The concept of such a village is to provide a concentration of agricultural services and retailers in a rural village atmosphere. Permitted uses would include feed and seed sales, saddle shop, nursery, veterinarian, lawn and garden equipment sales and service, farm produce sales, etc.

Conditions to the agricultural commercial village use would include the following: a minimum tract size of 70 acres to insure that sufficient acreage would buffer the commercial buildings from surrounding residential uses; frontage on and good traffic accessibility to Route 202; architectural controls on the buildings to maintain a rural appearance; continue maintenance of the acreage buffering the commercial structure in pasture on intensity of development (FAR), circulation and parking and screening/buffering to protect present or future residents from any unreasonable adverse effect.

A second conditional use which will be permitted in the RR district is for a continuing care retirement community. Permitted uses will include nursing home or congregate care facility or combination of either/both of the two with independent living units and necessary meeting, dining, medical and other support facilities. This conditional use will respond to the need for mixed-residential use facilities for those of retirement age and older who desire the convenience and security of such a community.

Conditions for the continuing care retirement community will include at least the following: good traffic accessibility to either Route 22 or Route 202 without the need to route traffic through a residential street or neighborhood;

public water and sewer service; development clustered so that it provides substantial open space or farmland in perpetuity; the intensity of land use must be reasonably related to the surrounding land use pattern and the RR zoning and to the capacity of the infrastructure in the area to adequately serve the retirement community; and the development must be suitably buffered and screened from any nearby single-family residential and commercial uses or lands. The minimum tract sizes for different combinations of the conditionally-permitted uses mentioned above will also be set forth in the Township Zoning Ordinance.

A third conditional use which will be permitted in the RR district is ECHO housing which is essentially a small second house that will be restricted in size to accommodate only one or two persons that are blood-relatives of the owner/occupant of the primary dwelling on the lot. The occupants of the ECHO housing will be required to be either senior citizens or disable persons. Conditions for the ECHO housing will include that the lot be at least one acre in size, that the additional unit be positioned in such a way as to minimize its visibility from the other lots or public right-of-way, that the additional unit is provided through a program either sponsored by or approved by Readington Township and that the unit is removed at the end of the term of occupancy.

The standards and options within the RR zone are intended to allow the interior of Readington Township to remain rural in character while assuring the residents adequate health, safety and general welfare.

One area which has been reviewed carefully by the Planning Board as part of the preparation of this Master Plan is the portion of the lands abutting County Route 523 north of NJ Route 22 which are designated Rural Residential. Residential property owners in this corridor have requested a change in designation to commercial use.

However, the Planning Board considers a use change at this time to be unwarranted for a number of reasons. First, while substantial new office development has received local site plan approval for tracts within the adjacent ROM zoning districts in recent years, with the exception of Merck Pharmaceutical no other actual construction has occurred or is imminent. In fact, much of the approved office construction must rely on the expansion of sewage treatment capacity at the RLSA plant which is not likely to be available for a number of years.

Second, the size of many of the parcels which front on Route 523 is so small that commercial uses would present difficult site planning situations, particularly in regard to traffic entering onto and exiting from Route 523 and properly buffering the commercial uses and related parking from adjacent residences.

Third, the ultimate configuration of Route 523 is still being analyzed and negotiated among the County and Township governments and the various private developers who will contribute to its reconstruction.

While the Planning Board does not see sufficient justification for any zone change at this time, it will reconsider the issue after the revised alignment for Route 523 has been resolved among the various interested parties and the impact of the road widening on the adjacent homes is clarified.

Steep Slope Residential SSR (1 d.u./5 acre lot)

SSR zoning which permits single family homes on 5 acre lots, has been implemented in areas where topography and geology pose particularly difficult development problems. This zoning district is recommended for three areas of the Township: in the southwestern corner near Stanton, along the western boundary on the steep slopes leading up to Round Valley Reservoir and in the northwestern corner near Tewksbury.

This district is characterized by slopes in excess of 15% and geologic formations (principally basalt and diabase bedrock) which impose severe constraints on the design of on-site septic systems and water supply. The large lot zoning is required to avoid ecological problems inherent in more intense development and to minimize adverse ecological effects (such as soils erosion and loss of vegetation) due to construction. The district includes some areas of lesser slope and it is intended that development be concentrated in these areas leaving the more critical, steeper slopes undisturbed. To this end clustering of lots to a minimum size of 2 acres is permitted with the balance being aggregated into protected natural open space.

While it is premature to predict how the Township's tier designations will ultimately emerge from the State Development and Redevelopment Plan (SDRP) Cross-Acceptance Process, much of the SSR zoning district is delineated as Tier 7 (Conservation) in the Preliminary SDRP document. This is consistent with the Planning Board's designation of these environmentally sensitive areas for the lowest density residential development in the Township.

As in the RR zone, ECHO housing will be a conditional use in the SSR zone. A small second dwelling will be permitted for one or two senior citizen or disabled, blood-relatives of the owner/occupant of the primary dwelling on the lot provided that the lot is at least one acre in size, that the additional unit must be positioned in such a way as to minimize its visibility from the other lots or public rights-of-way, that the additional unit is provided through a program either sponsored or approved by Readington Township and that the unit is removed at the end of the term of occupancy.

Residential R-1 (40,000 s.f. lot)

This district will provide for single family development on lots of 40,000 square feet in size. Public sewer and water are necessary for this type of development within Readington Township. The R-1 districts are located in transition areas between higher density zones and RR areas and various types of non-residential development. The district standards will permit clustering where necessary to establish buffers between proposed R-1 residential uses and pre-existing industrial or commercial neighbors. The areas designated R-1 have already established a residential character in keeping with the proposed zoning. After sewer service is provided to Old Route 28 as contemplated in the Township's Wastewater Management Plan the lots fronting onto the street which are currently zoned RR would be suitable for rezoning as R-1 to permit residential infill construction on 40,000 square foot lots.

ECHO housing will be a conditional use in the R-1 zone. A small second dwelling will be permitted for one or two senior citizens or disabled, blood-relatives of the owner/occupant of the primary dwelling on the lot provided that the lot is at least one acre in size, that the additional unit be positioned in a way that will minimize its visibility from other lots or public rights-of-way, that the additional unit is provided through a program either sponsored or approved by Readington Township and that the unit is removed at the end of the term of occupancy.

Village Residential VR (20,000 s.f. lot)

The Village Residential zoning district is being introduced in order to provide areas for future expansion of the existing villages of Three Bridges and Whitehouse Station. The permitted minimum lot size is recommended to be 20,000 square feet for tracts with a minimum of 5 acres; otherwise the minimum size for residential lots is one acre. These villages have developed primarily with single-family homes on smaller lots. The proposed VR zoning will permit the continuation of this type of development and encourage the natural expansion of these villages. Townhouses and condominiums will be permitted on tracts 20 acres or greater in size with density calculated at the rate of 20,000 square feet per lot (2 units/acre). This will permit development to be clustered allowing for open space adjacent to special environmental conditions. The VR districts are located within the sewer and water franchise areas which are critical for this density of development in Readington.

ECHO housing will be a conditional use in the VR zone. A small second dwelling will be permitted for one or two senior citizens or disabled, blood-relatives of the owner/occupant of the primary dwelling on the lot provided that the lot is at least one acre in size, that the additional unit be positioned in a way that will minimize its visibility from other lots or public rights-of-way, that the additional unit is provided through a program either

sponsored or approved by Readington Township and that the unit is removed at the end of the term of occupancy.

Planned Neighborhood Development PND

The PND districts have been designated in order to provide a variety of housing types within Readington Township. These areas allow for higher density residential development on tracts of land that are suitable for this type of development. There is also an inclusionary zoning requirement which stipulates that 20% of the units in any PND be affordable to low and moderate households. Areas in the township that are designated as PND are located where public sewer and water are available and generally have good access to major highways and/or public transportation.

The PND zone permits the development of senior citizen housing where no less than 50% of the units are affordable to low and moderate income households at net densities of up to 10 units per acre. These senior citizen units must be proposed in the context of the development of larger PND tracts and may be constructed by private or non-profit developers.

A conditional use will be added to the PND zone to permit the development of retail and service uses (such as those to be permitted within the Village Commercial zone) in order to provide convenient goods and services to the residents of the planned development and others in the community. Conditions for this use should include frontage on and accessibility to a state highway, a minimum lot size of five acres, that the commercial development be entirely planned at one time with a consistent architectural and landscape design theme and with direct pedestrian connections (and vehicular connections if possible) to the circulation system of the PND. The suggested maximum FAR range is .12 to .15.

Research/Office/Manufacturing ROM-1, ROM-2

The ROM-1 and ROM-2 districts broaden the non-residential tax base and provide a resource for local employment. These districts are readily accessible to U.S. Routes 202, 22 and Interstate 78. Much of the property in these districts has direct access on to the highways.

The ROM-1 district is intended for the research, development and manufacturing of products, delivery of professional services and administration of businesses serving primarily regional and/or national markets. This district and its companion ROM-2 district formerly included the expansive sites near the interchange of I-78 and Route 523 on which the Township has approved corporate office developments totalling nearly 3 million square feet. Typically those developments are comprised of a series of architecturally compatible buildings in a campus setting. The new international headquarters of Merck

Pharmaceuticals is a prime example of the type of development which the former ROM 1 and 2 districts were designed to attract.

The Master Plan recognizes that the largest most attractive sites for office development have now been processed and approved and redesignates these tracts as part of a new Research Office (RO) zoning district (see below). Consequently, the scale of development likely for the remaining vacant and developable land within the ROM-1 district is substantially diminished.

The ROM-1 district will continue to permit a restricted range of uses on lots of less than 10 acres so long as site design guidelines regarding traffic safety and buffering are followed. A wider variety of uses are permitted on sites of 10 acres or more.

The frontage of tracts of land in the ROM-1 zone that are 25 acres or greater in size will be required to be developed only with office uses and the parking to be screened from the highway.

Floor area ratio will be scaled from .12 to .15 as in the existing ROM-1 district, with bonuses in FAR available to encourage desirable and innovative site planning and/or architectural features.

In order to encourage greater flexibility of design on large parcels, the ROM-1 district will provide for a conditional use for a Mixed-Use Corporate Office Park. This will allow multiple permitted uses on a single lot provided that certain conditions are met. These conditions will include the following: a minimum tract size of at least 50 acres; a requirement that the frontage of the property be developed only with office uses with parking screened from the highway; that development of multiple structures on one tract adhere to an overall site design concept that coordinates vehicular and pedestrian circulation, parking, loading, highway access, buffers and screening, architectural design and landscape design; that if the entire mixed-use park is not under single ownership and management, then a condominium association must be formed to deal collectively with management, maintenance and security of the complex; and that the FAR will be a blend of the FAR's of the various individual uses permitted within the districts with bonuses available to encourage specific design features.

The ROM-2 district (the former ROM-3 district) is intended to permit the development of small-scale research, office and manufacturing uses on relatively small lots within a corporate/industrial park setting.

The district is located south of Route 22 straddling the rail line adjacent to Branchburg Township's industrial zoning district. It has no frontage on Route 22, so the majority of the traffic generated by ROM-2 development will use County Line Road for access.

The permitted intensity of development will be within an FAR range of .15 to .20, depending upon the accessibility of the site and the presence of public sewer and water service.

Non-residential uses in the ROM-1 and ROM-2 zones must be adequately buffered from any adjacent property either zoned or developed for residential use. The width of the buffer and planting requirements will be adjusted according to the relative incompatibility of the adjacent uses and any site specific features which may provide natural buffering.

Research Office RO

The Research Office designation is new with this Master Plan and is intended to provide areas for research and office development exclusive of a manufacturing or warehousing component as has been previously permitted in the ROM zone. It will broaden the non-residential tax base and provide employment for residents of the township and the region. Areas to be designated RO generally have direct access and are visible from U.S. Route 202 and 22 and are within one of the sewer and water franchise areas of the township.

The most active RO district in terms of development applications and construction is in the northwest quadrant of the township between Interstate 78 and State Highway Route 22. This area has visibility from Route 78 and relatively easy access to both Route 22 and I-78 by way of County Route 523. Approximately 3 million square feet of office space have been approved by the Planning Board during the period 1986-1988 in this district. These approvals include the new corporate headquarter of Merck Pharmaceuticals which is currently under construction.

The permitted intensity of use will remain at the prior FAR maximum of .15 for the ROM-1 district, providing the site is at least 10 acres in size and has favorable traffic accessibility and public utilities. Bonuses to FAR will be available to encourage use of specific site planning and architectural design features.

In this regard, a specific site planning strategy which the Township seeks to encourage on the north side of Route 22 from Island Road to the Branchburg Township boundary is the consolidation of the small frontage lots with the large tracts to the north within the RO district. These small frontage lots have the unfortunate potential of becoming strip highway uses similar to those which line much of Route 22 in more urbanized communities to the east. However, the land use pattern across the municipal line in Branchburg preserves the opportunity for this pattern to be reversed before it becomes entrenched in this area.

Accordingly, the FAR on the large tracts behind the smaller frontage lots on Route 22 will be increased to the extent they are consolidated with frontage lots for development. The RLSA sewer service area has been extended to the sector in order to make more intensive commercial development possible.

Non-residential uses in the RO zone must be adequately buffered from any adjacent property either zoned or developed for residential use with the width of buffer and planting specifications to be adjusted according to the relative incompatibility of the adjacent uses and any site specific features which may provide natural buffering.

Village Commercial VC

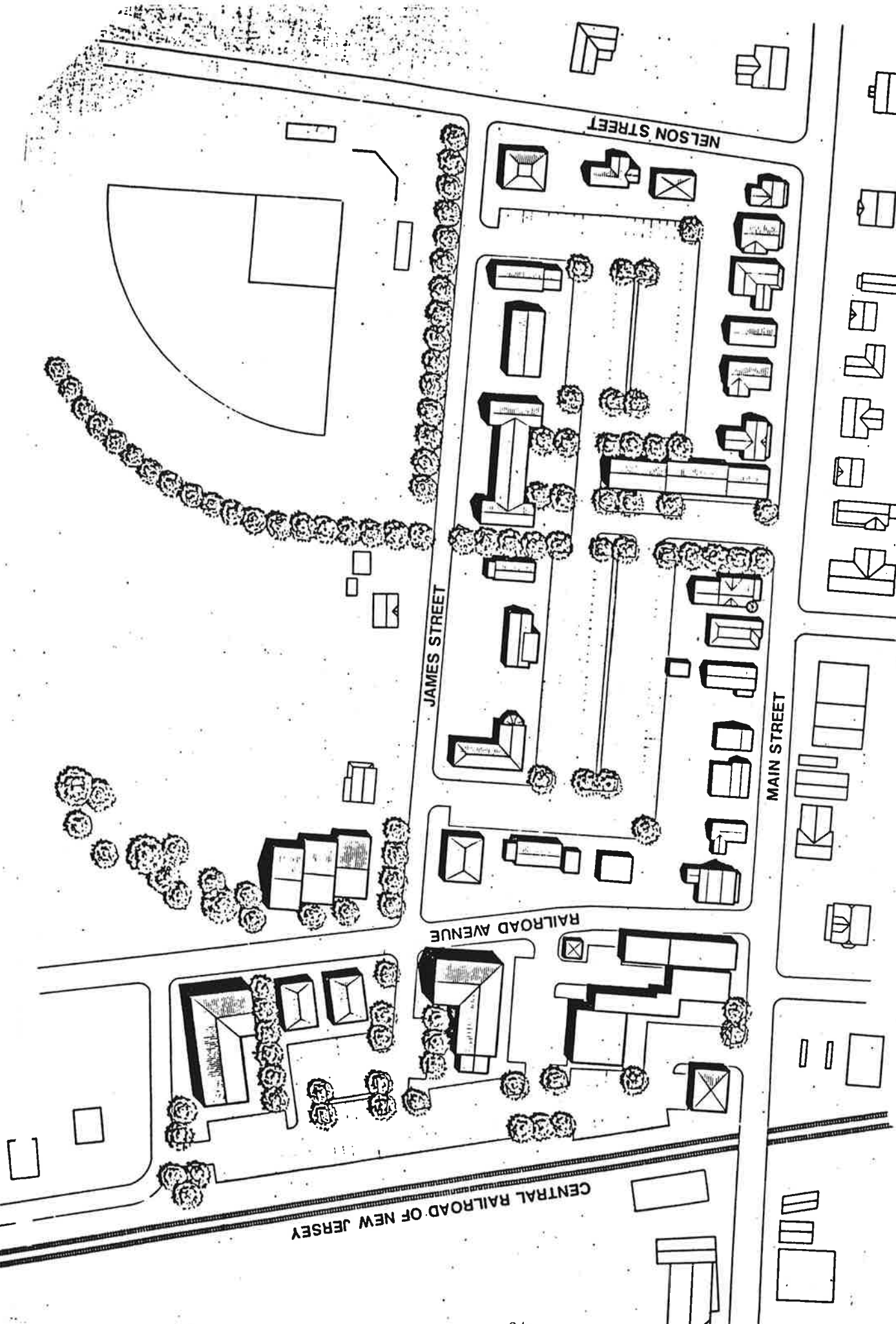
Two distinctly different patterns of commercial development have evolved in Readington: the villages and the highway strip. The village pattern involves a cluster of retail, service, and professional uses mixed in with residential and institutional uses. These villages were formerly the centers of commerce and community within a predominantly agricultural Hunterdon County economy.

Highway strip development has a much more recent origin and flourishes now with the continuing reliance on the automobile by most households for shopping trips. The antithesis of the village cluster, highway commercial is oriented linearly along the vehicular roadway which sustains it. Two commercial development patterns as divergent as these require separate zoning districts.

The purpose of a Village Commercial District is to encourage the retention of existing commercial enterprises and the establishment of additional small scale retail, service and professional activities in the existing village centers. Neighborhood convenience and office uses could be permitted on the ground floor with residential above, thus providing the opportunity to reinforce the rich mixture of uses which combine to give the villages vitality.

When developing in these zones special consideration must be given to physical impact. Building styles should remain consistent with those of the existing historical architectural context. The scale should be oriented toward the pedestrian rather than the automobile. At the same time, parking standards will need to be tailored to address the limited space and access for vehicular traffic and opportunities for shared parking.

A conceptual site plan for infill development and shared parking on the block in Whitehouse Station is illustrated on the plan entitled "Whitehouse Station Village Commercial Design Concept" on the following page. Applicants proposing to expand existing buildings or to construct new buildings in this area should conform their designs to this illustrative plan to the extent feasible.



**WHITEHOUSE STATION
VILLAGE COMMERCIAL DESIGN CONCEPT**

The non-residential uses in this zone must be adequately buffered from adjacent property zoned or developed for residential use. The width of the buffer and planting specifications should be adjusted according to the relative incompatibility of the adjacent use and any site specific features which may provide natural buffering.

Two areas in particular in the Township are suited for this concentration of retail business. They are the Business Districts in Whitehouse Station and Three Bridges. Whitehouse Station has the unique historical status as a commercial center. In addition, a healthy nucleus of commercial uses already exist to service the surrounding residential neighborhoods. Re-zoning of these two areas to "VC" will encourage infiltration of more neighborhood-type retailactivities and service oriented businesses, thus stabilizing those already existing. It would also maximize the chance for these villages to compete with the highway strip commercial uses in serving the new Township residents who are moving in to the planned neighborhood developments adjacent to Whitehouse Station and Three Bridges.

Due to the prevailing development pattern which involves relatively high intensities of use the FAR for the village commercial zone should be in the range of .20-.35 depending on lot size, parking availability (on and off-site) and the extent to which the proposed development fulfills the village site planning objectives.

Business District B

The portion of the B zone left intact after the designation of the Village Commercial District will front on Route 22 across the north section and Route 202 across the south section of the Township. The types of uses to be included in these zones are those highway-oriented activities which require direct access to major roadways and generate relatively high volumes of traffic. Banks, restaurants, retail stores, supermarkets and small shopping centers are the types of uses typical of a commercial district fronting along state highways of the scale of Route 22 and Route 202. Automotive service uses and motels/hotels will continue to be permitted as conditional uses, along with an additional conditional use: conference inn.

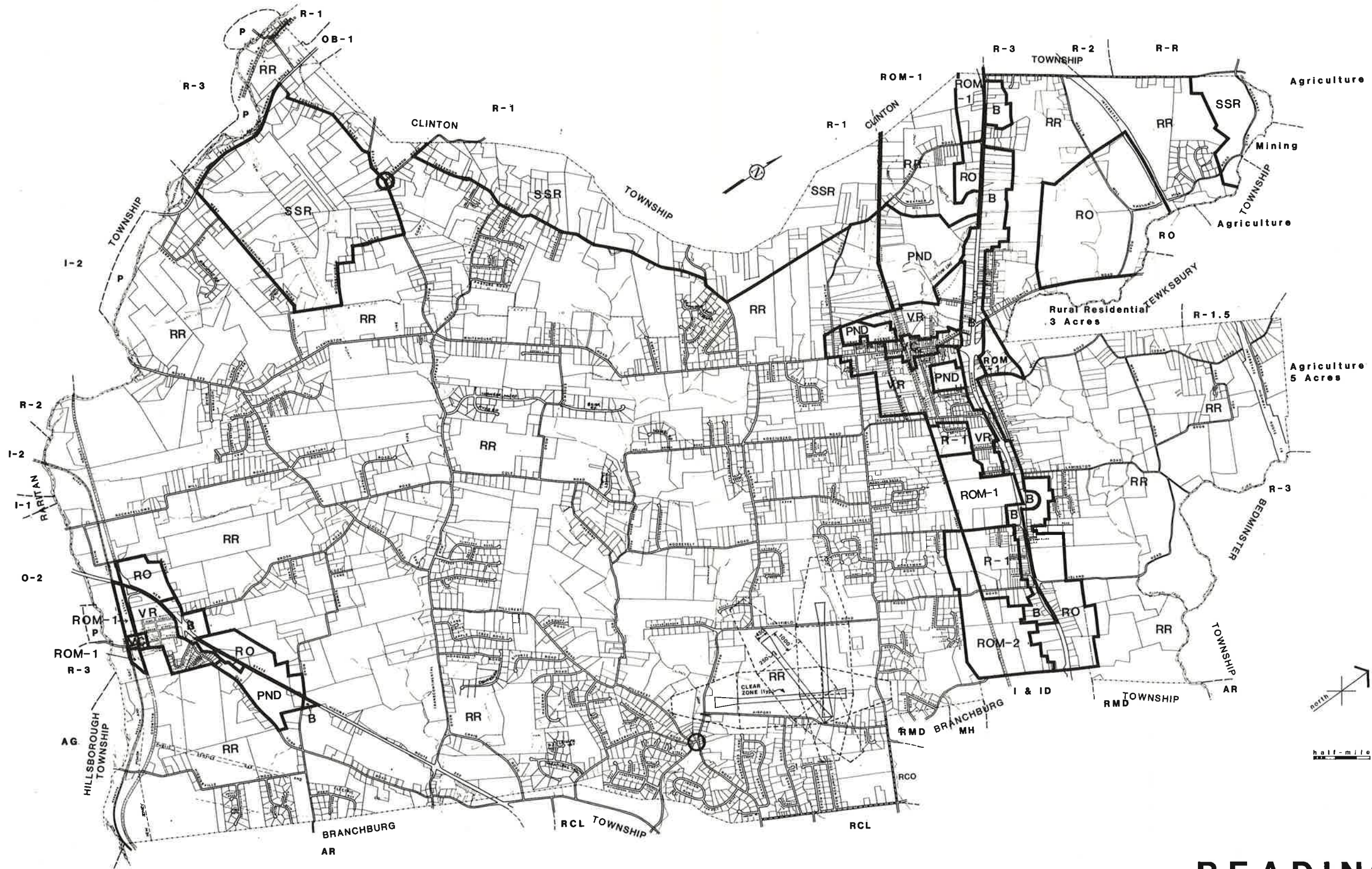
The conference inn use would permit a multi-use complex on one lot, including restaurant, overnight facilities, meeting rooms and a health club/fitness center. Conditions to this use would specify a minimum tract area of 10 acres, a minimum standard of restaurant and conference seating capacity per hotel room and architectural controls to ensure compatibility amongst the various uses. These conditions would be in addition to more routine standards for room sizes, parking, signage and a requirement that public water and sewer services be available. A F.A.R. of .25 is recommended for any development which proposes all of the permitted uses. In order to warrant the full F.A.R. each of these specific uses be of a viable size rather than simply being minor accessory uses to the main restaurant and lodging uses.

Careful consideration should be given to the development standards of these highway commercial areas. Cross easement parking should be encouraged to limit the number of ingress and egress points onto the highway. As a further planning technique between business uses and Route 22, the Circulation Element of this Master Plan calls for the creation of a service road on the north side of Route 22 at the western end of its corridor in Readington. The purpose is to permit free access from abutting properties to the service road but limited access at signalized intersections between the service road and Route 22. This will greatly enhance the safety and efficiency of traffic flow on Route 22. This will greatly enhance the safety and efficiency of traffic flow on Route 22 as the highway frontage on the north side begins to develop.

Additionally, more coordinated development could be encouraged through planned commercial developments. This could be achieved by allowing slightly higher building and site coverages for consolidated parcels rather than for the existing small lots which have already been subdivided along the highway. This would allow a larger tract of land to be planned as a unified commercial center with the benefits of site design flexibility, marketing theme and direct traffic patterns with minimal curb cuts. Consequently, the FAR for parcels in the B district will range from .10 to .20 according to the size of the parcel as is currently the case in the B-1 district. As in the existing B-1 district, the range of uses permitted on larger tracts will be broader to encourage

consolidation of parcels. However, the range of permitted uses currently allowed on parcels of less than 2 acres is too restrictive and should be expanded.

Non-residential uses in the B zone must be adequately buffered from adjacent property either zoned or developed for residential use. The width of the buffer and planting specifications should be adjusted according to the relative incompatibility of the adjacent uses and any site specific feature which may provide natural buffering.



Land Use

Plate 1

NOTE: A larger scale Land Use Map is on file with the Planning Board.

PND	PLANNED NEIGHBORHOOD DEVELOPMENT	B	BUSINESS
SSR	STEEP SLOPE RESIDENTIAL	RR	RURAL RESIDENTIAL
ROM-1	RESEARCH-OFFICE-MANUFACTURING	VC	VILLAGE COMMERCIAL
ROM-2	RESEARCH-OFFICE-MANUFACTURING	VR	VILLAGE RESIDENTIAL
RO	RESEARCH OFFICE	○	HAMLETS
R-1	RESIDENTIAL		

READINGTON TOWNSHIP

Hunterdon County N.J.

PREPARED BY CLARKE & CATON PLANNERS
342 West State Street
Trenton, New Jersey

IV. HOUSING

A. Introduction

This Housing Element of the Readington Township Master Plan fulfills the Township's responsibility under the Fair Housing Act (N.J.S.A. 52:27D-301 et seq), which requires each municipality to prepare and file a housing element with the NJ Council on Affordable Housing (COAH) based on that Council's criteria and guidelines.

These guidelines have been promulgated in the form of Procedural and Substantive Regulations adopted by the Council and published at various times since April, 1986. The guidelines specify the manner in which each municipality defines and satisfies its Mount Laurel obligation ... that is, to provide through local land use regulation for its fair share of the regional need for housing affordable to those of low and moderate income.

COAH has granted Substantive Certification to Readington Township's Housing Element and Fair Share Plan by Resolution adopted on June 26, 1989. This certification conveys a response to the Township from Mount Laurel litigation for a period of six years, or until June of 1995.

Readington's Fair Share Plan flows logically from the Objective of the Housing Element in the 1981 Master Plan, which reads in part:

"...to foster a balance of sizes of dwelling accommodations so that both the young and the old may remain in the community and enhance its stability, and so that all income groups can be encouraged."

Now that the Township's Housing Element and Fair Share Plan have been certified by COAH, any future modifications must be submitted to and approved by COAH in order for the Certification to remain valid for the full six year repose period.

B. Population

Readington Township's resident population has been increasing and undergoing significant demographic shifts in recent years. These changes can be attributed in large measure to the evolution of Hunterdon County's economic base. The construction of Interstate Route 78 from Newark to Easton, Pennsylvania has opened Hunterdon County to more intense development and to commuters seeking lower housing costs and more amenable surroundings and more amenable surroundings than in the more developed portions of the northern New Jersey metropolitan area.

A recent study of the state's growth corridors by Rutgers University's Center for Urban Policy Research (New Jersey Growth Corridors, Rutgers University, 1986) identifies Hunterdon County, and especially the Clinton vicinity, as the portion of the I-78 corridor holding the greatest growth potential in this region. Readington's recent population growth and increasing attractiveness to developers has undoubtedly been enhanced by its location within this portion of the region.

Total Population Change

Since 1960, the township's population has increased at an annual compounded rate of 2.5% (through 1985), with the fastest increase recorded between 1970 and 1980, when a 3.5% annual rate was recorded. During the seven years from 1980-1987 Readington Township exhibited a net increase of only 1,189 persons, or 1.6% annually. This was a substantially slower rate of expansion and smaller net increase than in Clinton and Raritan Townships, which both grew by approximately 4% annually. In contrast to Readington, continued housing construction in these neighboring townships maintained growth rates similar to those during the previous decade. (See Table 1).

Readington's sluggish growth in population during the first half of this decade is due to two factors - one national, the other local in nature: first, household sizes have declined due to falling birth rates across the country and second, Readington experienced a temporary lag in new construction of both single family detached and attached housing.

However, despite the decade's slow start, Readington's housing construction and its population growth soared in the mid-1980's. In fact, residential building permits rose each year from 1981 through 1986 and reached an historic peak of 503 units in 1986 above. Then, following the stock market crash in October of 1987 and interest rates which drifted upward, housing starts fell back to only 91 units in 1987 and have remained sluggish through 1988 and 1989.

The State Department of Labor projected the population of Readington Township at 12,044 as of July 1, 1987. The Hunterdon County Planning Board estimates the Township's population at 14,211 as of July, 1988. The reason for the discrepancy in these estimates is only partially the one year differential in timing. It also relates to different approaches utilized by the State and County to predict population growth since the 1980 Census. Preliminary counts from the 1990 Census, which will be available in late 1990/early 1991 will resolve this issue.

Population Density

This increase in population will result in corresponding increases in the township's population density. In 1960, Readington's population density exceeded Hunterdon County only slightly, but since then the gap has increased.

According to the population estimates of the Hunterdon County Planning Board (1988 Annual Report), the township's density in 1988 was estimated at 298 persons per square mile, while the county average was 257 persons per square mile. Both the local and county population densities are characteristic of rural areas.

Population Characteristics

The township's 1960 demographic profile reflected the age, education, income, and employment characteristics of a mature, middle-class, blue collar community. In contrast, the township's newer residents are largely younger, significantly better educated, and employed in higher-income professional positions.

According to the Hunterdon County Growth Management Plan this profile is consistent with newer residents throughout the county. Over the past 25 years, Hunterdon has become one of the more affluent areas in the country, as a result of its rapid increase in young residents with professional, managerial, and skilled occupations.

Age and Household Characteristics

An examination of recent age and household characteristics for Readington reveals the changes between recent immigrants and its historical profile. One age group which has long been underrepresented through Hunterdon County - young adults age 20 to 34 - is now increasing in Readington and is expected to capture a growing share of the township's future population.

However, although some age trends are similar to the county as a whole Readington exhibits some important differences. These are a declining proportion of the age 0 to 14 and age 55 and over groups. The 0 to 14 age group increased as a proportion of Readington's total population between 1960 and 1970, posting a 32% share in the 1970 Census. It then diminished to 26% in the 1980 Census despite the growth of young adults and families during this period. (See Table 2).

In contrast, the proportion of older adults and the elderly in the Township's population has steadily declined since 1960. This group accounted for 19% of the Township's population 1960 but in 1980 captured less than 14%. While this age group is becoming less predominant compared to younger adults, this should not obscure the fact that it is slowly increasing in actual size, and will undoubtedly show significant gains over the next 20 years as the adult population continues to mature. The growth in the elderly population will also create needs for appropriate housing, transportation, social and medical services.

Also, due to the "baby boomlet" now occurring within the age groups increasingly migrating to Readington, an increase could be seen in school

enrollment which will rise as the growing number of young children enter the lower elementary grades and pre-school levels. This is not yet reflected in Census data, nor in large numbers of children within the newest housing developments in the township; however a net increase could be seen as these families grow and move up to larger housing units.

Compared to changes within most other demographic indicators over the past ten years, Readington Township's household characteristics have remained similar to its earlier profile. In 1980, 79% of the township's households consisted of husband-wife families, and 64% of the latter have children under 18. This profile exhibits a slightly greater proportion of married-couple families and families with children compared to the county profile, in which 72% of all households are married-couple families and 60% of all married couple families have children under 18.

Nationwide, substantial changes in such traditional household patterns occurred during the past decade: these include large increases in non-family households, which exclude persons related by blood, marriage or adoption, as well as rising numbers of single-person households. Married-couple families showed a concurrent decrease as a percentage of all households.

Comparatively limited housing options within Hunterdon County, including Readington Township, have prevented much of this change from occurring locally. This is despite Readington's high immigration rate: in 1980, almost half of all occupied homes were inhabited by residents who had moved into the home since 1975. Further, two-thirds of occupied units were held by residents who moved in since 1970.

As more housing options become available, this pattern will move in the direction of national household-formation trends, which show much more rapid growth in single-person and non-family households than in the traditional married-couple families with children. This has occurred in nearby Union Township, where, due to its small one and two-bedroom units, the Union Gap Village condominium project has attracted one-person and non-family households, and only a small percentage of school-age children. This is also occurring, albeit to a lesser extent, within Readington's Hunters' Crossing and Whitehouse Estates developments, where a smaller number of school children have been generated.

Of all township residents over age 5 who moved to Readington since 1975, the largest share (53%) came from outside Hunterdon County, but within the state. This compared to 16% from within Hunterdon and 31% who relocated from out-of-state. The difference in this profile compared to the county and state show that Readington is attracting a greater share of new residents from outside Hunterdon (84%) due to the opening up of the area to new jobs as well as to commuters employed in other counties.

Income Trends

According to the Hunterdon County Growth Management Plan, mid-decade Census data shows that Hunterdon County is one of the most affluent areas in the nation. Due primarily to increases in the number of high-income commuters using the I-78 corridor, income levels in the county rose substantially during the past decade. A share of this increase can be attributed to growth in Readington.

The most recent federal per capita income estimates show that incomes in Readington Township exceed the county and state averages and have risen slightly faster over the past four years. In 1983 Readington's per capita income was \$13,441, 3% above the county average (\$13,071), and 20% above the state average (\$11,179). Compared to 1979 estimates, and unadjusted for inflation, these figures represented increases of 44%, 43%, and 37% respectively, over the 1979 estimates reported in the 1980 Census.

Given the township's high proportion of family households, perhaps a more important income gauge is the median family income figure. Although inter-censal estimates for municipalities are not available, an examination of 1980 Census figures shows a wide gap between the township and county and state averages. The 1979 median family income in Readington totalled \$29,432, 11% above the \$26,618 county average and 29% greater than the \$22,907 state average. (See Table 3).

Education

Between 1970 and 1980, dramatic changes took place in the educational background of Readington Township residents age 25 and over. During this period, the percentage of residents with college degrees more than doubled to 26% from 11%. As a result, Readington Township residents are better educated than both the county and state average. The 40% and 26% of Readington residents who are high school and college graduates, respectively, are higher than both Hunterdon County (37% and 24%), and the state (36% and 18%).

Population Projections

In contrast to the estimated 0.7% annual population growth rate estimated between 1980 and 1985, the Hunterdon County Planning Board forecasts a 4.7% compounded annual growth rate for Readington through 1990. This represents an increase of 2,883 persons and compares to a 2.9% growth rate projected for Hunterdon County during this period.

Recent and proposed non-residential development along I-78 is beginning to supplement continuing job growth in surrounding counties and cause additional pressure for residential development within Readington. It is apparent from the growing number of building permits and development

applications that the northern half of the township is attracting the greatest interest. In contrast to the township's historical pattern of low-density detached homes, agricultural and small-scale commercial development, recent and proposed projects in this sector of the township include denser, attached residential and major commercial development more akin to communities in Morris and Bergen counties in the suburban New York area.

Fundamental changes within Hunterdon County during the past twenty years have provided the impetus for Readington's growing attractiveness to developers. These include the construction of I-78 and other road improvements, substantial employment growth in neighboring Somerset, Morris and Middlesex counties, abundant, low-priced land, and improved, if still insufficient, public facilities for water supply and waste disposal.

These changes have generated the current wave of major development projects in the township, beginning with the residential Hunter's Crossing in 1982 and Whitehouse Estates in 1984, both now recently completed. These will likely be followed by residential developments of attached units at similar densities on two other major tracts of land in the Whitehouse Station area. The prospective projects by Trammell Crow Company and Checchio Associates will add approximately 600 units to the Township's housing stock over the next 5-6 years.

Employment Characteristics

Although incomes and education levels in Readington are rising faster than the county average, a large share of jobs that are producing these increases have been located elsewhere in Hunterdon County or in surrounding counties. Between 1980 and 1988, employment in covered jobs located in Readington rose by 5.8% annually, compared to 7.2% in Hunterdon County. Readington's employment growth rate is expected to exceed that of Hunterdon County during the 1990's as the large office complexes approved for development in the Route 22/I-78 corridor are constructed.

During the 1980's Readington was well above average for communities in the state in terms of employment growth. Although the New Jersey economy has been expanding faster than most northeastern states during the past five years, the state recorded only a 3% compounded annual growth rate in employment. These rates of job growth must be viewed in the context of their bases, which for Readington is still relatively small (2,723 jobs in 1988), especially as compared to the state (3,100,000 jobs in 1988).

Occupation

Census figures show that Readington Township's residents are employed in a pattern similar to that surveyed within New Jersey's nine major growth corridors (including I-78) in a recent Rutgers University study. These patterns

differ from the state-wide occupational distribution, in which a greater proportion of workers are employed in "blue-collar" occupations.

In Readington, as of 1980 approximately 62% of all employed persons work in white-collar jobs. This is generally consistent with the 65% share recorded by Rutgers for all nine growth corridors. By contrast, in 1980 the statewide distribution was 59% blue collar, and 41% white collar.

Place of Work

A review of 1980 Census data reporting Readington residents' place of work illustrates a comparative lack of employment opportunities within the municipality and the county. A slightly greater share of Readington residents who work are employed within the township (18%) than for workers within the county (16% work within the municipality they reside in). However, Readington's average still falls substantially below the 23% average for all state employees who work in the municipality in which they reside. An even larger contrast is evident in the much greater share of Readington's residents employed outside the county (61%) than the 40% average for all county workers and the 24% average for all state workers. (see Table 5).

The time which Readington residents spend travelling to work is greater than that of Hunterdon residents or state residents as a whole. This is despite relatively less congested highways in Readington as compared to more urbanized areas. (see Table 6).

Projected Employment

Although no municipal employment forecasts are available, a review of major non-residential development projects indicates that Readington's job growth can be expected to increase dramatically within the next decade.

The Merck Pharmaceutical Corp. has started construction on their new corporate headquarters to be located on Route 523 at Hall's Mill Road. This facility will be built in phases up to a maximum total of 1.8 million square feet. The ultimate employment for the entire facility is estimated at 3,800 people.

The first major commercial development project to receive site plan approval in Readington is Overlook Farm -- Phase I of a project initiated by Vanfer Associates and now owned by Bellemeade Development and Paul Ferber. This consists of 447,000 square feet of office space to be constructed near the interchange of I-78 and County Route 523. Depending on the type of corporate tenant, this building will accommodate between 1,300 and 1,700 employees. Also near this interchange, a commercial development project called Hall's Mill Farm received approval for 660,000 square feet of office space. This project will accommodate between 1,900 and 2,600 employees. Finally, a fourth major

commercial project recently approved is the Ryland Inn, on the Route 22 corridor, south of its intersection with County Route 523. This project includes two office buildings totalling 300,000 square feet adjacent to the historic Ryland Inn restaurant. The office buildings will accommodate 900 to 1,200 employees. The acquisition of county, state and federal development approvals and the need to provide for public water and sewer will delay the start of construction of these projects until at least 1990. Thereafter the pace of construction will be dictated by the ability of the market to absorb the available space.

A variety of other office development concepts have been informally proposed for sites within the I-78/Route 22 corridor in northern Readington. The actual construction of additional major office space is dependent on adequate public water and sewer service and also on satisfying traffic and other typical site planning concerns. Consequently it will be years before such development occurs.

However, the convenience of vehicular access provided by I-78 and Route 22 will sustain the market attractiveness of northern Readington Township as a commercial location. Although it will not occur immediately, in the near term the Township will experience unprecedented and substantial employment growth, particularly in the white collar and service sectors. These increases will be all the more dramatic in effect since they will occur in combination with large-scale commercial development in adjoining municipalities.

C. Housing

Most of Readington Township's housing growth during the 1970's and early years of this decade has consisted of single-family homes on three-acre lots. This pattern is consistent with Hunterdon County's growth which has generally been on single-family lots of one to five acres. Several factors have contributed to this pattern: the historical character of the township's development, a need for on-site septic systems due to a lack of public utilities, consistent demand for low density single-family housing and a desire to preserve open space and agriculture.

This pattern began to change following the first Mt. Laurel court decision, when Readington rezoned for Planned Residential Neighborhood development. The PRN zones permitted attached residential development up to approximately 6 units per acre in density provided public utilities were available. These zones were located in or near Readington's two largest settlements of existing housing: the villages of Whitehouse Station and Three Bridges.

In 1982 Hunter's Crossing, the first PRN development, with 418 units was approved for a site on Route 202 east of Three Bridges. In 1984 the 290 unit development of Whitehouse Village was approved for a site near Whitehouse

Station and proximate to Route 22. Hunter's Crossing is completely built and occupied and Whitehouse Village is 90% occupied with construction expected to be complete by the end of 1989. These 700+ units of attached housing lend a more balanced character to the large lot single family detached units which characterized Readington's prior development.

Housing Unit Change

Between 1970 and 1980, the total number of occupied housing units in Readington Township increased by just under 50%, rising from 2,255 units to 3,317 units. This increase accounted for 15% of Hunterdon County's 7,762 unit increase over the same period, which represented a 35% county-wide growth rate. (see Table 7).

The Township's 50% growth rate in housing units exceeded its 41% population growth during the decade. This is not surprising considering the nationwide trend toward smaller households. However, Readington's predominantly single-family development character is evidenced by the fact that its share of the County's population growth from 1970-1980 (18%) exceeds its share of Hunterdon's housing growth during the same period (15%). This indicates that although the township's average household size is decreasing, Readington's recent population growth has consisted of comparatively larger households than in some other communities within the county.

Housing Unit Characteristics - Occupancy and Type

An examination of 1980 housing occupancy figures reveals that rental units are under-represented in Hunterdon County and Readington Township as compared to the state average. The 1980 Census showed that 36% of all dwelling units in New Jersey were rented, while in Hunterdon County the rental component was 21% and in Readington rental units comprised only 13% of the total housing stock. (see Table 8).

The number of rental units actually declined, from 479 to 444 units between 1970 and 1980. During this same period owner-occupied units posted a net gain of 1,097 units. Consequently owner-occupied units increased as a percentage of the township's total housing stock from 79% in 1970 to 87% in 1980.

Of Readington's 3,213 housing units counted in the 1980 Census, 92% were single family attached or detached. This compares to 81% in Hunterdon County and 56% throughout the state.

Of the 1,500 housing units given building permits in the township since 1980, virtually no new rental units have been built. However, a greater share of these units have been comprised of single family attached units, which are the only housing type within Hunter's Crossing and Whitehouse Estates. Many

of the newer units are also condominium units, which were absent from the township's housing stock in 1980. Mobile home units totalled 26 in 1980; none have been added since that year.

Housing Unit Characteristics - Age and Size

Almost one-third of all year-round housing units counted in Readington's 1980 census were completed during the past decade. This is substantially above the county's 25% ratio and more than double the 16% share of the state's housing stock.

The next largest share of units built occurred between 1950 and 1959, when 18% of the township's housing stock was completed. Only 25% of all units were built during 1939 or earlier, substantially below the county's 38% figure and the 33% state-wide average. (see Table 9).

Readington has a comparatively low percentage (22%) of housing units with fewer than three bedrooms. The average size of Readington's housing stock was 6.8 rooms per unit in 1980, well above both the state average of 5.6 rooms and the county's 6.3 rooms per unit average.

When the unit size is compared to the township's 3.3 person average household size, it indicates an average of over 2 rooms per person for all housing units. This ratio will diminish as the attached housing units in the PRN zones are occupied; however, these smaller condominium units typically attract much smaller households so the ultimate effect on persons per room may not be significant.

Housing Condition and Facilities

The Readington housing stock is, in general, of relatively recent vintage, well-equipped and in good condition. Less than 1% of all year-round units lacked at least one complete bath while 44% have 2 or more bathrooms. Only .5% of units lacked complete kitchen facilities.

The 1980 Census indicates that 103 units, or 3% of Readington's housing stock lack central heating facilities. However, 42 of these "deficient" units are heated by either fireplaces, wood stoves or room heaters with or without a flue. Houses which are adequately heated by one or more of these methods are not uncommon in rural areas.

Some of these 42 units have undoubtedly been classified as substandard by virtue of their method of heating under the system utilized by the NJ Council on Affordable Housing.

Housing Costs

High housing prices have resulted from the established pattern of housing supply in Readington. Although average housing prices in Readington are lower than in many portions of northern New Jersey, they have become the primary barrier to meeting the housing needs of many existing residents as well as the needs of potential employees of new firms within the township and the surrounding area.

In 1980, the median value of an owner-occupied housing unit in Readington was \$93,300. This value was 16% above the county median and 47% above the state median. Smaller differences exist between average rents for occupied rental units; Readington's average rental rate was only marginally above the county average and 15% above the state average. However, these units comprise such a small component of the total housing stock in the Township that, while not exorbitantly priced, they are also not readily available.

Readington's housing costs can also be illustrated by comparing the local distribution of housing prices with that of the county and the state. This data shows that in 1980, more than one-third of the township's owner-occupied units were valued between \$100,000 and \$149,000 compared to 22% of the county's units and only 10% of the state's units. The predominant category within the township, the county and the state was the range of \$50,000 to 79,000 in value. (see Table 10).

The relationship between high housing prices (expressed as the median value of owner-occupied units) and income (expressed as median household income) is a major indicator of housing affordability. According to the Hunterdon County Growth Management Plan, since 1970 the average housing cost-to-income ratio has been rising nationwide, particularly in desirable areas with high housing inflation and large amounts of new construction. Readington is no exception to this trend: between 1970 and 1980 the township's ratio rose by 50% from 2.2 to 3.3. Readington's 1980 ratio is higher than the county ratio, at 3.0 and is substantially above the state-wide ratio of 2.2.

A different illustration of the cost of shelter in Readington is provided by the sampling of housing expenses as a percentage of income for selected owner- and renter-occupied units in 1980. Roughly one-third of the households renting units and one-half of those who own their homes in Readington were paying more than an "affordable" share of their income for housing expenses. (see Tables 11 & 12).

The definition of "affordable" in this context is consistent with that of the NJ Council on Affordable Housing; namely, affordability is limited to 30% of income for specified rental expenses and 28% of income for specified ownership expenses. Since 1980 the cost of housing in Readington has increased faster than the rise in incomes; consequently the affordability gap has widened.

Housing Projections

It is evident from the above description of Readington's housing stock that, in spite of the many demographic changes which have occurred in the region since 1970, comparatively little change has occurred within the local housing supply. The changes in regional demand have produced a need for a greater variety of housing types and sizes within the township.

Historically, the Readington housing stock has been largely made up of new, well-equipped homes of 3 and 4 bedrooms, located on large lots. This profile does not accommodate the needs of the changing population entering the Hunterdon County housing market. However, projects constructed within the PRN zoning districts and the other planned inclusionary developments in these areas are responsive to the need to balance the supply of housing in Readington.

Housing production is a cyclical industry. During the past fifteen years housing construction in New Jersey has experienced three cycles - starting with a low rate of production in the late 1960's and peaking in 1972, then slackening and building to another, but much more modest peak in 1978, then slackening again only to rebound to another strong production phase which peaked in 1986 (see Table 10). In the three years following 1986 housing production has gradually declined across the state while the decline in Readington and Hunterdon County has been more dramatic.

Readington Township and Hunterdon County have reflected these statewide trends since the local housing market is dependent largely on national and regional economic forces. However, housing production in Readington surged dramatically in the mid-1980's - exceeding by far even the healthy production totals posted on a statewide basis.

Whereas production in New Jersey increased by 2.5 times between the doldrums of 1982-1983 and 1985, in Readington the increase was fivefold. Furthermore, the 503 residential building permits issued in the Township for 1986 exceeded the annual total for 1985 by nearly 70% (see Chart 1). However, the record high rate of 1986 was followed by a dramatic plunge to a mere 91 units in 1987 and construction starts in 1988 and 1989 have maintained relatively low levels.

This robust housing production in Readington resulted from two primary factors: first, the recent increase in commercial development pressing westward along the Clinton corridor of Route I-78; and second, the availability of public water and service which permits higher density, attached residential housing types to be constructed in certain zoning districts.

Single family detached housing construction has been relatively stable in Readington compared with multi-family (attached) construction. The average

annual production of detached homes over the past 5 years (157 units/year) varies only slightly from the average over the previous 5 years (151 units/year). In the past 3 years the average production climbed to 214 units/year. In contrast, new multi-family housing construction was non-existent until 1983 and has averaged 148 units/year since that time.

As mentioned previously, housing production in Readington is influenced fundamentally by national and regional economic trends which are very difficult to predict. One can, however, recognize certain patterns of development in the past and test them for applicability to the future and thereby make an informed projection of future housing production. In this case the Fair Housing Act requires that the municipal Housing Element project housing construction through the next 6 years.

The production of housing in the Planned Residential Neighborhood districts will depend in part on the availability of public utilities. However, at this juncture it appears that all of the units described in the Fair Share Plan which follows will be served by Elizabethtown Water Company and the Readington - Lebanon Sewer Authority within the projection period. It is possible that all of the nearly 1,000 dwelling units involved in the Township's 4 inclusionary developments will have capacity for sewer service from the existing RLSA treatment plant. Any units for which "theoretical" capacity does not exist will be allocated capacity either from improvements within the existing system or from a plant expansion which is presently in the planning/approval stage.

As evidenced by the residential building history illustrated in Table 10, since 1970 the housing industry has operated in a pattern of cycles of roughly 6-7 years duration. The residential market in Hunterdon County and throughout New Jersey has been softening since its peak in 1986. In the absence of any definitive predictions about interest rates during the next six years it is difficult to project the future course of housing production. It is likely that Readington's specific housing market will be relatively resilient in the face of any downward national trend due to the depth of the local housing demand created by nearby commercial development and the availability of vacant developable land in the Township.

In the absence of predictability in interest rates and national economic conditions during the coming six years, for planning purposes the assumption can be made that all the remaining units within Readington's inclusionary developments will be sold and occupied. As the table below illustrates, these projects involve a total of 956 units which, over 6 years, translates to a rate of 159 units/year. This rate is only marginally above the 150 unit/year average since 1983.

PLANNED DEVELOPMENT HOUSING PRODUCTION, 1989 - 1994

	<u>Market Units</u>	<u>Low/Mod Units</u>	<u>Unit Totals</u>
Whitehouse Estates (balance)	40	2	42
Trammell Crow	431	83	514
Checchio Associates	128	32	160
Readington Township Senior Citizen Non-Profit	0	60	60
Block 21 Lot 66.01	<u>144</u>	<u>36</u>	<u>180</u>
Totals	743	213	956

956 units/6 years = 159 units/year

Clearly, if the housing market proceeds to decline in the face of high interest rates and other national or statewide economic factors the production of housing in Readington will be slower than these projections.

This projection assumes no significant expansion of sewer capacity for residential use within the 6 year timeframe. If such expansion occurred, it could conceivably affect the final year or two of housing production within this projection period; however, the major impact would be on post-1995 housing production.

The market for attached housing with collective ownership and sharing of maintenance responsibilities for common property is fairly distinct from the market for large single family detached homes on fee simple lots. Over 350 units of single family houses can be counted in the projects which are already approved and another 1,500 are currently in the process of subdivision before the Township Planning Board. In balancing the factors mentioned earlier it is reasonable to expect a rate of single family housing production which averages between 65 and 90 units per year through 1994.

In sum, the combined production of attached and detached housing is projected to be in the range of 225-250 units per year. For the period 1987 through 1994 this production rate would add an estimated 1,500 units to the Township's current housing stock of approximately 4,325 units, an increase of approximately one-third.

It should be noted that the projected increase of one third in Readington's housing stock does not translate to an increase in population by a similar ratio. The national trend toward smaller households coupled with the substantial proportion of attached units in the Township's prospective housing stock will significantly lessen the impact of this residential expansion. This will be true both for the increase in school-age children as well as that of the general populace.

The entire residential development capacity of the Township is estimated at 10,694 units based on the proposed land use plan (see Table 14). At an average household size of 3.1 persons the Township's population at full development will be an estimated 33,151 persons.

D. The Planning Process - The Fair Share Plan

Readington Township officials and citizenry have devoted much attention to the development of this Fair Share Plan. Like many other communities, Readington was exploring various approaches to meet its fair share before the Fair Housing Act was signed into law and the Council on Affordable Housing was created. These deliberations among the Township Committee, the Planning Board and the public -- through a public hearing in the spring of 1985 -- served as an important foundation for the planning process which took place after the COAH began publishing its guidelines and criteria in mid-1986.

The Township Committee met four times in workshop sessions during the summer and fall of 1986 to discuss the Fair Share Plan. Three newspapers were given advance notification of each of these sessions in accordance with the Open Public Meetings Act and the meetings were open to the public. The amendment to the Housing Element of Readington's Master Plan was adopted by the Planning Board after a Public Hearing advertised and conducted in accordance with the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.).

Three parties initially notified the Township of their interest in the development of the Fair Share Plan. These "interested parties" are as follows:

1. Stephen Eisdorfer, Esq.,
Assistant Deputy Public Advocate
Division of Public Interest Advocacy
N.J. Department of the Public Advocate
Trenton, NJ
2. Marilyn Rhyne Herr, Esq.
33 East High Street
Somerville, NJ
3. Cynthia Poten, Outreach Worker
Hunterdon County Legal Services Corporation
Flemington, NJ

In accordance with the Fair Housing Act each of these interested parties was sent a copy of the Township Committee's Resolution of Participation, the Township's Letter of Intent and the Draft Housing Element and Fair Share Plan. All of these documents were filed with the Council on Affordable Housing within the time frame required by statute. No objections to any of these

submissions were submitted to the Township by any member of the public nor any of the interested parties.

On a less formal basis, members of the Township Committee and the Planning Board have met with the owners and/or developers of properties which would be affected by the Fair Share Plan to discuss the suitability of the prospective re-zoning and the likelihood of lower income housing production.

The Planning Board entertained a number of presentations at workshop sessions by owners or developers proposing to assist the Township in meeting its fair share obligation. These tracts are indicated on the map entitled "Readington Township Inclusionary Housing Development Sites" along with the four sites which the Township has designated for inclusionary development. While certain of the sites not selected for lower income housing do have merit and might be suitable at a future date, the designated sites provide the most realistic opportunity for the achievement of Readington's fair share in accordance with local land use planning priorities.

In 1987, after the Township had filed its Housing Element and Fair Share Plan with COAH, an additional person registered with the Township as an "interested party." This person, Mr. Edward Boccher, Esq. of Steinberg & Boccher, 65 Old Route 22, Clinton, New Jersey represents the Illva Saronno Corp (MRFS Realty) which advanced a series of proposals for inclusionary housing on a 500+ acre tract on Block 74. These proposals were studied and rejected by the Planning Board. Mr. Boccher filed an objection to the Township's Plan and its request to COAH for substantive certification. After a protracted and unsuccessful attempt at mediation between the Township and the objector, COAH certified Readington's Fair Share Plan and Housing Element in July of 1989.

The implementation plan which follows is the net result of this inclusive process of public input and consideration which Readington has undertaken in accordance with the Fair Housing Act.

Table 1
 POPULATION GROWTH 1960-1985
 Readinton Township and Surrounding Municipalities

Municipality	1960		1970		1980		1985		Change	
	#	%	#	%	#	%	#	%	#	%
Readinton	6,147	7.688	1,541	25.1	10,855	3,167	41.2	11,267	412	3.8
Raritan	4,545	6,934	2,389	52.6	8,292	1,358	19.6	10,053	1,761	21.2
Tewksbury	1,908	2,959	1,059	55.1	4,094	1,135	38.4	4,257	163	4.0
Clinton Town	1,158	1,742	584	50.4	1,910	168	9.6	1,909	-1	-
Clinton Twp.	3,770	5,119	1,394	35.8	7,345	2,226	43.5	9,099	1,754	23.9
Franklin Twp.	1,777	2,154	377	21.2	2,293	140	6.5	2,448	154	6.7
County	54,107	69,718	15,611	28.9	87,361	17,643	25.3	92,773	5,412	6.2
State	6,066,782	7,717,112	1,104,330	18.2	7,365,001	193,899	2.7	7,562,000	196,989	2.7

Source: U.S. Census, 1960, 1970, 1980
 N.J. Department of Labor, Official State Estimates, July 1, 1985 for all 1985 estimates.

Table 2
 AGE AND HOUSEHOLD CHARACTERISTICS, 1979
 Readington Township and Hunterdon County

	<u>Readington Twp.</u>		<u>Hunterdon County</u>	
Total Population	10855		87361	
Total Households	3317		28518	
Persons/Household	3.3		3.1	
Family Households	2906	87.6%	23097	81.0%
Married Couple	(2607)	(89.7%)	(20615)	(89.3%)
Other Family	(299)	(10.3%)	(2482)	(10.7%)
Non-Family Households	411	12.4%	5421	19.0%
Single Person	(383)	(93.2%)	(4636)	(85.5%)
Other Non-Family	(28)	6.8%	(785)	(14.5%)
Family Households	2906	100.0%	23097	100.0%
w/children 18 yrs.	(1661)	(57.2%)	(12448)	(53.9%)
w/o children 18 yrs.	(1245)	(42.8%)	(10649)	(46.1%)
Age of Residents				
0-14	2810	25.8%	20039	22.9%
15-24	1668	15.4%	14393	16.5%
25-44	3452	31.8%	27194	31.1%
45-54	1330	12.2%	9952	11.4%
55-64	880	8.1%	7678	8.8%
65+	724	6.7%	8105	9.3%
Median Age	32			

Source: 1980 Census

Table 3

MEDIAN, LOW & MODERATE FAMILY INCOME LEVELS, 1979

Readington Township, Hunterdon County and State of New Jersey

	<u>Readington Twp.</u>	<u>Hunterdon County</u>	<u>New Jersey</u>
1979 Median Family Income	\$29,432	\$26,618	\$22,906
Maximum "Low" Income (50% of Median)	14,716	13,309	11,453
Maximum "Moderate" Income (80% of Median)	23,546	21,295	18,325

Source: 1980 Census of Population and Housing.

Table 4

COVERED EMPLOYMENT TRENDS: 1974-1985

Readington Township, Hunterdon County & State of New Jersey

	<u>Readington Township</u>		<u>Hunterdon County</u>		<u>State of New Jersey</u>	
	<u>Employees</u>	<u>Annual Change</u>	<u>Employees</u>	<u>Annual Change</u>	<u>Employees</u>	<u>Annual Change</u>
1974	989		15559		2324600	
1975	910		14991		2712100	
1976	1109		17393		2269700	
1977	1531		17283		2334700	
1978	1834		18443		2468600	
1979	1741		18396		2476500	
1980	1859		18845		2530600	
1981	1983	6.7%	19420	3.1%	2589600	2.3%
1982	2038	2.8%	20467	5.4%	2566100	0.9%
1983	2095	2.8%	22861	11.7%	2680800	4.5%
1984	2300	9.8%	24640	7.8%	2813000	4.9%
1985	2546	10.7%	27095	10.0%	2819000	0.2%
Annual Compounded Change: 1980-1985		6.5%		7.5%		2.9%

Source: NJ Department of Labor, Covered Employment Trends

Table 5

PLACE OF WORK
PERCENT OF DISTRIBUTION, 1979

Readington Township, Hunterdon County & State of New Jersey

	Municipality of residence	Rest of County	Different County Elsewhere in NJ	Out of State
New Jersey	23.3%	34.5%	23.7%	9.9%
Hunterdon Co.	15.8	33.6	39.9	5.2
Readington Twp.	17.8	16.1	61.3	4.9

Source: 1980 U.S. Census

Table 6

JOURNEY TO WORK
TRAVELING TIME OF EMPLOYED RESIDENTS BY PERCENTAGE
OF ALL EMPLOYED RESIDENTS

Readington Township, Hunterdon County and State of New Jersey

	Less than 15 min.	15-30 min.	30-45 min.	45-60 min.	60+ min.	Avg. Journey min.
New Jersey	30.3	31.6	27.9	15.6	11.0	24.9
Hunterdon Co.	28.0	31.1	21.3	9.5	10.2	26.9
Readington Twp.	23.2	15.7	41.2	9.3	10.6	27.6

Source: 1980 U.S. Census

Table 7

OCCUPIED HOUSING UNITS: 1969 - 1979

Readington Township, Hunterdon County, and State of New Jersey

	1969 Housing Units	1979 Housing Units	Percent Increase
New Jersey	2,238,899	2,687,754	16.7
Hunterdon Co.	22,267	30,029	34.8
Readington Twp.	2,255	3,317	47.1

Source: 1980 U.S. Census

Table 8

TENURE AND VACANCY STATUS OF YEAR ROUND HOUSING UNITS, 1979

Readington Township, Hunterdon County & State of New Jersey

Tenure	New Jersey Number	%	Hunterdon County Number	%	Readington Township Number	%
Owner Occupied	1,579,827	58.8	22,145	73.9	2,873	83
Renter Occupied	968,767	36.0	6,370	21.2	444	13
Vacant year- round	139,160	5.2	1,441	4.8	164	4
TOTAL	2,687,754	100%	29,956	100%	3,481	100%

Source: 1980 U.S. Census

Table 9

AGE OF HOUSING
TOTAL YEAR-ROUND UNITS
BY YEAR CONSTRUCTED

Readington Township, Hunterdon County and State of New Jersey

	1970-79	1960-69	1950-59	1940-49	1939-earlier
New Jersey	434,160	511,214	512,578	332,838	899,587
% of Total Units	16%	19%	19%	12.4%	33.4%
Hunterdon County	7,579	4,978	3,868	2,226	11,305
% of Total Units	25.3%	16.6%	13%	7.4%	37.7%
Readington Twp.	1,131	590	623	277	860
% of Total Units	32.5%	16.9%	17.9%	8%	24.7%

Source: 1980 U.S. Census

Table 10

NUMBER AND PERCENT DISTRIBUTION OF NON-CONDOMINIUM OWNER OCCUPIED
HOUSING UNITS BY VALUE 1980

Readington Township, Hunterdon County and State of New Jersey

	Readington Township		Hunterdon County		State of New Jersey	
	Number *	%	Number *	%	Number *	%
Under \$10,000	1	-	25	.1	9,395	0.7
\$10,000-\$14,999	1	-	32	.1	15,017	1.2
\$15,000-\$19,999	2	-	67	.3	25,213	2.0
\$20,000-\$24,999	18	0.8	171	.9	36,480	2.8
\$25,000-\$29,999	23	1.0	207	1.2	45,170	3.6
\$30,000-\$34,999	29	1.2	355	2	64,919	5.1
\$35,000-\$39,999	30	1.3	413	2.4	76,936	6.1
\$40,000-\$49,999	100	4.2	1,442	8.2	177,937	14.0
\$50,000-\$79,999	690	28.8	6,304	36.2	485,932	38.3
\$80,000-\$99,999	458	19.1	3,478	20	155,558	12.2
\$100,000-\$149,999	839	35.0	3,902	22.4	127,933	10.1
\$150,000-\$199,999	167	7.0	772	4.4	31,852	2.5
\$200,000 or more	40	1.6	266	1.5	17,944	1.4
TOTAL	2,398	100.0	17,434	100.0	1,270,286	100.0
Median	\$93,300		\$78,600		\$61,400	

(*) Excludes units at an address with two or more units, units on ten (10) or more acres, units with a commercial establishment or medical office on the property, mobile homes or trailers.

SOURCE: U.S. Census of Housing, 1980

Table 11

OWNERSHIP HOUSING EXPENSES AS PERCENTAGE OF INCOME
SELECTED OWNER - OCCUPIED UNITS, 1979

Readington Township

Housing Expenses as Percent of Income	Household Income, 1979				Totals	%
	Under \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 or More		
Under 25%	7	47	133	1,367	1,554	65
25-34%	31	42	64	320	457	19
35% or More	<u>134</u>	<u>70</u>	<u>62</u>	<u>109</u>	<u>375</u>	<u>16</u>
Total	172	159	259	1,796	2,386	100

Source: US Census of Population & Housing, 1980; STF-3 series.

Table 12

RENTAL HOUSING EXPENSES AS PERCENTAGE OF INCOME
SELECTED RENTER-OCCUPIED UNITS 1979

Readington Township

Gross Rent as Percent of Income	Household Income, 1979				Totals	%
	Under \$10,000	\$10,000 - \$14,999	\$15,000 - \$19,999	\$20,000 or More		
Under 25%	0	28	13	71	112	37
25-34%	7	31	33	10	81	26
35% or more	<u>82</u>	<u>30</u>	<u>0</u>	<u>0</u>	<u>112</u>	<u>37</u>
Totals	89	89	46	81	305	100

Source: US Census of Population & Housing, 1980; STF-3 series

Table 13

RESIDENTIAL BUILDING PERMITS: 1970-1987

Readington Township, Hunterdon County & State of New Jersey

	<u>Readington Township</u>		<u>Hunterdon County</u>		<u>State of New Jersey</u>	
	<u>Total Permits</u>	<u>Single Family</u>	<u>Total Permits</u>	<u>Single Family</u>	<u>Total Permits</u>	<u>Single Family</u>
1970	40	40	501	451	40143	20320
1971	52	52	822	736	58360	29551
1972	75	75	950	776	64979	29682
1973	106	106	765	645	52743	28111
1974	80	80	419	37	26171	15102
1975	108	108	517	132	23313	15190
1976	225	225	788	514	31355	20476
1977	196	196	899	44	34290	23422
1978	157	157	944	75	38756	27710
1979	96	96	644	9	34868	22891
1980	160	160	472	104	22257	14663
1981	53	53	437	289	21293	12479
1982	61	61	449	391	21404	13390
1983	227	147*	818	732	36791	23674
1984	283	267	1101	954	43925	30401
1985	297	297	2202	2155	55015	37478
1986	503	420	2177	1986	57074	42253
1987	91	86	1492	1047	50325	35873

Source: NJ Department of Labor, Residential Building Permits

- * Due to the differences in definitions of single family and multi-family construction between the Township and State records, only the total permit numbers are reliable for years 1983-1987. However, of the total of 1,199 permits issued during 1983-86, 518 were for attached, for-sale units and 681 were for detached, for-sale units.

Table 14

Estimated Occupied Housing Units - 1/1/89	4,325 du
Lots remaining in approved subdivisions	
Unidentified subdivisions	100 du
Subdivisions in T.I.D.	259 du
Lots planned for proposed but unapproved subdivisions	<u>1,580 du</u>
Subtotal	6,264 du
Lot capacity of vacant land per existing zoning	4,430 du
Total residential capacity per existing zoning:	10,694 du
Total projected population @ 3.1 persons/household per existing zoning	33,151 persons

Projections by Clarke & Caton (April, 1989)

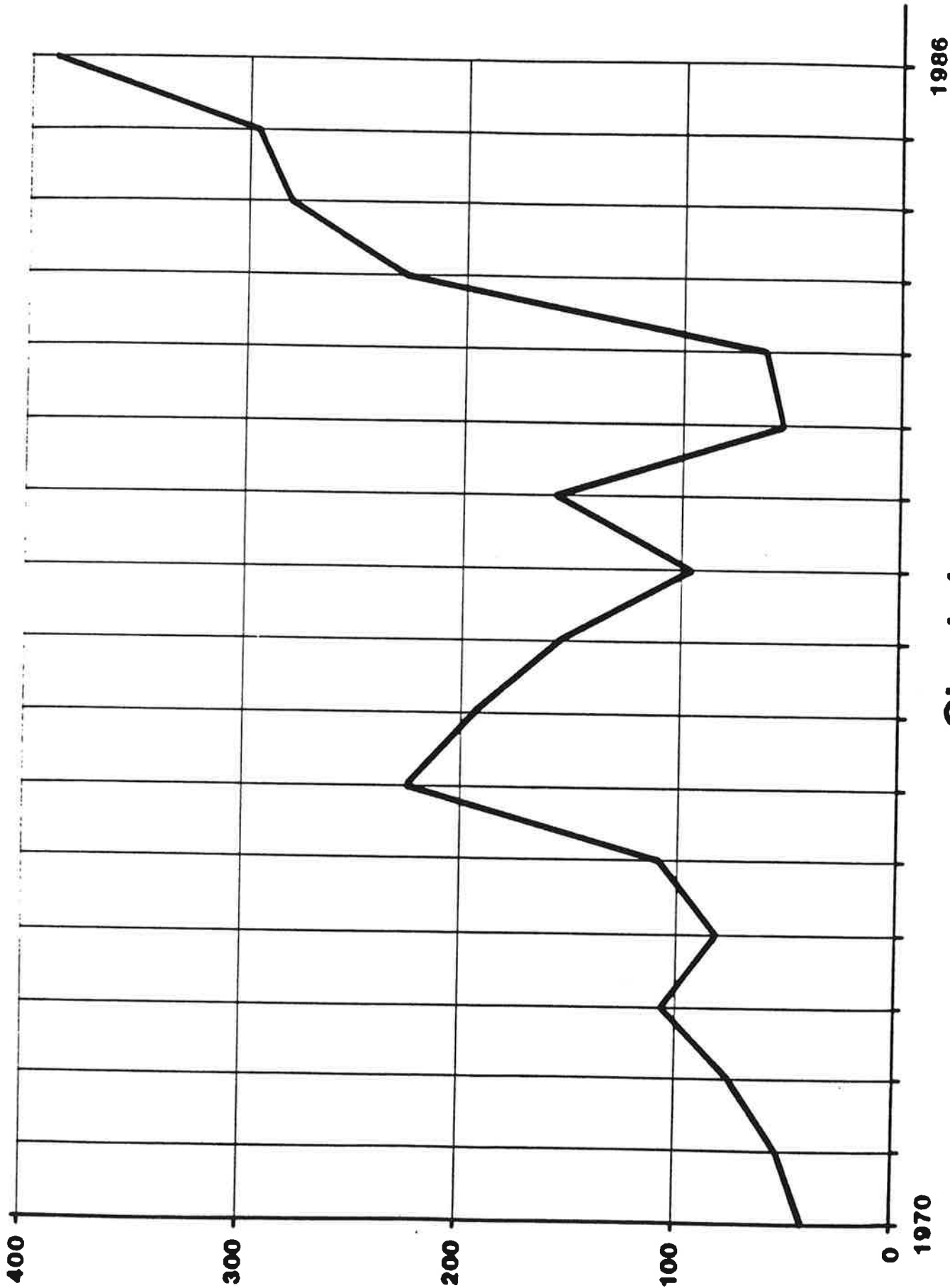


Chart 1

RESIDENTIAL BUILDING PERMITS ISSUED IN READINGTON TOWNSHIP: 1970-1986

E. Fair Share Allocation

The Fair Housing Act requires that each municipality's Housing Element include "a determination of the municipality's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs..." (Paragraph 10e).

On July 14, 1986 the NJ Council on Affordable Housing adopted Substantive Regulations which effectively allocated to each municipality in the State a "Pre-Credited" Fair Share Number. For purposes of this allocation, Readington Township and all of Hunterdon County were grouped into a "housing region" with Middlesex, Somerset and Warren Counties. The Council then assigned certain housing need numbers to this West Central region based upon various statistical indices. For each component of regional housing need Readington was allocated its "fair share," based on a formula directing housing need to communities with relatively higher employment, employment growth, population and land within designated growth areas than other municipalities within the region.

The components of the regional housing need and Readington's allocation are as follows:

1. Indigenous Need - the deficient (substandard) housing units in existence in 1987 and occupied by low and moderate income households; this is a component of Present Need.

Indigenous Need in West Central region:	7,486 units
Indigenous Need in Readington Township:	87 units

2. Re-allocated Present Need - that portion of a region's Present Need which is re-allocated to certain designated growth areas (such as Readington) due to an over-concentration of need in other communities; this is also a component of Present Need.

Re-allocated Present Need in West Central region:	1,631 units
Re-allocated Present Need allocated to Readington Township:	24 units

3. Prospective Need - a projection of low and moderate income housing needs through 1993 based on development and growth and net in-migration which is reasonably likely to occur.

Prospective Need in West Central region:	13,661 units
Prospective Need allocated to Readington Twp.:	180 units

The Council recognized certain other characteristics of the housing market - specifically demolition, the residential filtering process, residential conversions and so-called "spontaneous" (unsolicited private market) housing rehabilitation as affecting each community's initial fair share housing allocation. Based upon the extent of these activities in Readington the Council reduced the Township's

total fair share from 290 to 265 units. Applying this reduction to each component of the Township's fair share results in the following final "Pre-Credited" housing need:

Indigenous Need:	82 units
Re-allocated Present Need:	21 units
Prospective Need: 1987-1993:	<u>162</u> units
Total Housing Need:	265 units

The Fair Housing Act specifies certain grounds upon which a municipality may apply for credits and adjustments to its Re-allocated Present and Prospective Need fair share allocations. No adjustment may be made to a municipality's Indigenous Need. Generally speaking, these adjustments are intended for communities which are unable to accommodate their fair share due to an inadequate supply of vacant, developable land, inadequate public utility capacity and/or other environmental constraints or legitimate comprehensive planning policies.

Readington Township accepts the Pre-Credited Need allocations of the Council on Affordable Housing and plans to address the rehabilitation of its Indigenous Need of 82 units and to provide the realistic opportunity for the construction of its Re-allocated Present and Prospective Housing Need of 183 units in accordance with the Council's regulations.

Fair Share Plan

Readington Township will meet its fair share obligation of 265 units as follows:

<u>Project</u>	<u>Units</u>
1. Rehabilitation Program	82
2. Inclusionary Development	
A. Whitehouse Estates	14
B. Cushetunk Commons	32
C. Van Horne Mill at Cushetunk Lake	83
3. Municipal Construction	
A. Senior Citizens Housing	60
B. Rental Bonus Credits	<u>12</u>
Total	283

This plan provides for 18 units in excess of the Township's obligation. The Township reserves the right to apply to COAH in the future for a reduction in the number of units included in the rehabilitation program based on the surplus of affordable units to be provided through new construction.

F. The Fair Share Plan

I. Rehabilitation of Substandard Housing 82 units

As previously described, the Township's Indigenous Housing Need represents a tally of those substandard housing units existing in Readington as of 1987 and occupied by households of low or moderate income. Many of these housing units require only relatively inexpensive repairs in order to meet current standards for habitability.

Consequently, rather than building new housing units the most cost effective technique to meeting this Indigenous Need is through rehabilitating the substandard units. This approach also permits the lower income household to continue to reside in the same dwelling and neighborhood setting thus avoiding problems related to displacement and relocation.

Many of the households which constitute Readington's Indigenous Need do not have the financial resources nor the technical knowledge to undertake the repairs needed to bring their units up to housing code standards. Accordingly, Readington Township intends to provide both financial and technical assistance to help low and moderate income home-owners rehabilitate substandard housing. Assistance will be offered on a Township-wide basis to income-qualified owners of substandard housing units. The program will be aggressively marketed to maximize the exposure to all potentially-eligible residents. After repairs are completed, the unit will be restricted as to resale price and prospective purchasers must be of low or moderate income for a period of 6 years.

A complete rehabilitation program has been prepared. The program plan, Attachment A, contains three sections which comprehensively describe the program.

The first section sets forth Policy Guidelines as to the rehabilitation standards, program administrators, sources of funding, eligibility criteria, types of available assistance and marketing of the program. According to COAH's regulations, the minimum cost of each rehabilitation must be \$10,000 in order to count against the municipality's fair share.

A Procedures Manual follows which outlines the specific steps which will be taken to implement the program. The third section contains the forms for program implementation.

Readington will fund the first 2 years of the program, or 27 units, through developer contributions (see section 4). Two developers have signed agreements for sewer capacity with the Township which will yield a total of \$305,000. This sum is in excess of the \$270,000 needed for the initial 2 year funding.

As a secondary funding source, the township will bond, if necessary, to insure funding of the program. An ordinance was passed by the Township Committee on September 21, 1987 to affirm this commitment. The rehabilitation program document has been officially adopted by the Township Council.

2. Inclusionary Development

129 units

The Township anticipates the production of 129 units, 64 low income/65 moderate income units within three different mixed-income developments in the Whitehouse Station area (see Inclusionary Housing Development Sites Map). The zoning for all three developments permits multi-family construction with a required set-aside of 20% for lower income units.

The four inclusionary developments to be constructed by private developers are as follows:

a. Whitehouse Estates Block 34, Lot 36

Although this 290 unit multi-family development was approved prior to the official imposition of a lower-income set-aside by the Township, the developer agreed to provide 14 units affordable to low and moderate income households.

This complex is under construction and the lower income households (7 low and 7 moderate) have been qualified by the Readington Housing Committee. Sewer and water service have been brought to the site and capacity exists for all 290 units.

The Township has been awarded a grant (AHP #47) from the NJ Housing and Mortgage Finance Agency (HMFA) for \$77,000 in Fair Housing Act Appropriation Funds and \$395,675 in Permanent Mortgage Funds to assist in the affordability of this project.

The entire project consists of one bedroom units and was marketed according to the HMFA grant regulations. The unit prices were set in accordance with definitions for low and moderate income consistent with those of COAH. However, a full stratification of prices was not provided.

Therefore, as this project was approved prior to the adoption of COAH rules, waivers are requested from the rules concerning range of affordability (NJAC 5:92-14.2), bedroom distribution (NJAC 5:92-14.1 (b)) and affirmative marketing (NJAC 5:42-15).

b. Cushetunk Commons Block 22, Lots 21,39,40

The developer of this project, Checchio Associates has obtained site plan approval from the Planning Board for a 160-unit multi-family development in the Planned Neighborhood Development zone. The 20% set-aside requirement of 32 units has been included in the approved development plan.

Sewer service is available adjacent to the site; water service will have to be extended to this site from the nearby Whitehouse Estates. The site is within the Service Area of both the Readington-Lebanon Sewer Authority and the Elizabethtown Water Company (see Service Area Maps). The developer has a commitment of sewer capacity adequate to serve the entire development.

Elizabethtown Water Company has adequate capacity for the entire development.

c. Van Horne Mill at Cushetunk Lake Block 21, Lots 27,72

The property to the west and south of Cushetunk Lake is under option to Trammell Crow Company, a major residential developer. Subdivision and site plan approval was granted by the Planning Board for the majority of the site in March 1989.

An additional application for subdivision approval of 51 market rate single family homes and 13 low and moderate income units for a 17 acre parcel within the Trammell Crow tract has recently been filed before the Planning Board. If approved, it will raise the number of both single-family market rate units and the multi-family affordable units on the site.

With this additional parcel included, the development at Cushetunk Lake will involve a total of 514 units of which 83 units must be affordable to lower income households. Instead of a 20% set-aside (which would consist of 90 units) the Township will accept, as a donation, 6.5 acres of developable land for a senior citizen housing project (see 3 below).

This exchange would equate 1 acre of buildable land to 4 units of lower income housing. The Readington Township Zoning Ordinance (Section 6A) was amended on October 3, 1988 to include the exchange provision.

Sewer service is available near the site (Main Street); water service will have to be extended to the site either from Whitehouse Estates or directly from the 16 inch main on Route 22 at Juniper Drive. The site is within the Service Area of both the RLSA and Elizabethtown Water Company (see Service Area Maps). The property owners have a commitment of sewer capacity estimated to be adequate to serve the majority of the development. Elizabethtown Water Company has adequate capacity for the entire development. The remaining sewer capacity will be available based upon either a reallocation of excess capacity, improvements to the existing system or an expansion of the RLSA treatment plant.

Trammell Crow holds an option to purchase the properties which comprise the site and will close on the property after receiving all necessary approvals.

3. Municipal Construction

a. Readington Senior Citizen's Housing 60 units

Low and moderate income senior citizen rental housing will be developed on a site near Cushetunk Lake and the Village of Whitehouse Station. The plan involves a complex of 60 units on a site of 6.5 acres to be donated by Trammell Crow (see 2c above).

Geneton (Center Valley Associates, L.P.) has applied to the Farmers Home Administration (FmHA) Section 515 program for funding. The project has been declared eligible by FmHA through a pre-application approval. A formal application to FmHA was submitted in March 1989.

Originally the Township and Trammell Crow sought a developer for 57 units to meet the fair share obligation. However Geneton, also known as Center Valley Associates, L.P., the corporation which will construct and manage the project, has chosen to apply for funding for 60 units. If these units are funded, the three units will be in excess of Readington's obligation. If funding is not received the project could be scaled back to 57 units and subsidized by the Township. The total Township subsidy which would be needed for this project would amount to \$1,548,000 or \$27,160 per unit. This is based on a proforma of 57 units, prepared by the Township.

If FmHA funding can not be obtained, Trammell Crow will provide a cash subsidy for the construction, or will donate four additional acres to construct market units to support the affordable unit construction.

Geneton has received preliminary subdivision and site plan approval for the project. The property is currently under an option between Geneton and Trammell Crow. The option will be fulfilled dependent on project approvals as described in the Van Horne Mill at Cushetunk Lake project. If the Trammell Crow and Geneton agreements are not executed, the property owners have agreed to implement the same plan.

The site is within the Service Area of both the RLSA and Elizabethtown Water Company (see Service Area Maps). Sewer capacity for the development will come from the capacity reserved for infill construction within the village of Whitehouse Station. Elizabethtown Water Company has adequate capacity for this development.

The township is in compliance with COAH regulations (NJAC 5:92-14.3) concerning age restriction. Sixty affordable senior citizen housing units will be constructed in Readington which is less than the maximum of 66 units allowed under the regulation.

Readington's rental component of 36 units will be satisfied in the senior citizen project, all of which will be rental units.

b. Rental Bonus Credits 12 units

As the senior citizen housing will be a rental project, 12 rental bonus credits have been requested by Readington. The township's rental component of 36 units allows for 12 bonus credits in accordance with (NJAC 5:91-14.4). COAH approved this request for credits as part of the certification granted to Readington in the summer of 1988.

4. Flemington Development Corporation

Flemington Development Corporation will make a 3.5 acre parcel available for construction of affordable housing for senior citizens of low and moderate

income. As part of the terms of its Sewer Allocation and Developer's Agreement with Readington Township (dated March 18, 1989), Flemington Development Corporation must either develop Block 95 Lot 11.32 privately with 30-35 units (half of which must be affordable to low and moderate income senior citizens by 1993 or donate the parcel to Readington or its designee for this purpose. In the later event, it is anticipated that the Township may utilize funds from the Readington Housing Trust or other available governmental subsidies to underwrite the cost of the affordable housing. However, due to the lack of specific plans for proceeding the affordable housing units from this site have not been included in the unit production summary at the beginning of this section.

5. Zoning of Inclusionary Development Sites

The Fair Housing Act and the regulations of the Council on Affordable Housing require that each municipality amend its ordinances governing local land use to create a realistic opportunity for the production of its lower income housing allocation and to ensure the continued affordability of these units for specified periods after initial occupancy. Municipalities are not required to adopt ordinance amendments before COAH has reviewed and certified their respective Housing Elements.

Readington's zoning ordinance creates certain Planned Neighborhood Development overlay districts in which residential development is permitted at higher densities provided public sewer and water utilities are available. The maximum density permitted throughout the PND district is 6 units per acre. A set-aside of 20% of the residential units for low and moderate income housing will be required of each developer in the Planned Neighborhood Development district.

The Mount Laurel ordinance amendment also establishes area and yard, bulk, height and open space standards for attached housing development. It defines the annual income thresholds of low and moderate income households and establishes the limits of affordable housing expenses for rental and sales housing. The ordinance also details the administration of the affordability controls and affirmative marketing program.

6. Affordability Controls

Inclusionary developers are required to submit to the Planning Board for its approval a strategy for ensuring that affordable housing units are rented or sold only to qualified low and moderate income households and that such units will continue to be occupied by low and moderate income households for a period not less than 20 years. These requirements shall be implemented over time by the Readington Housing Committee. The zoning ordinance establishes the standards for the implementation of the affordability controls.

7. Affirmative Marketing

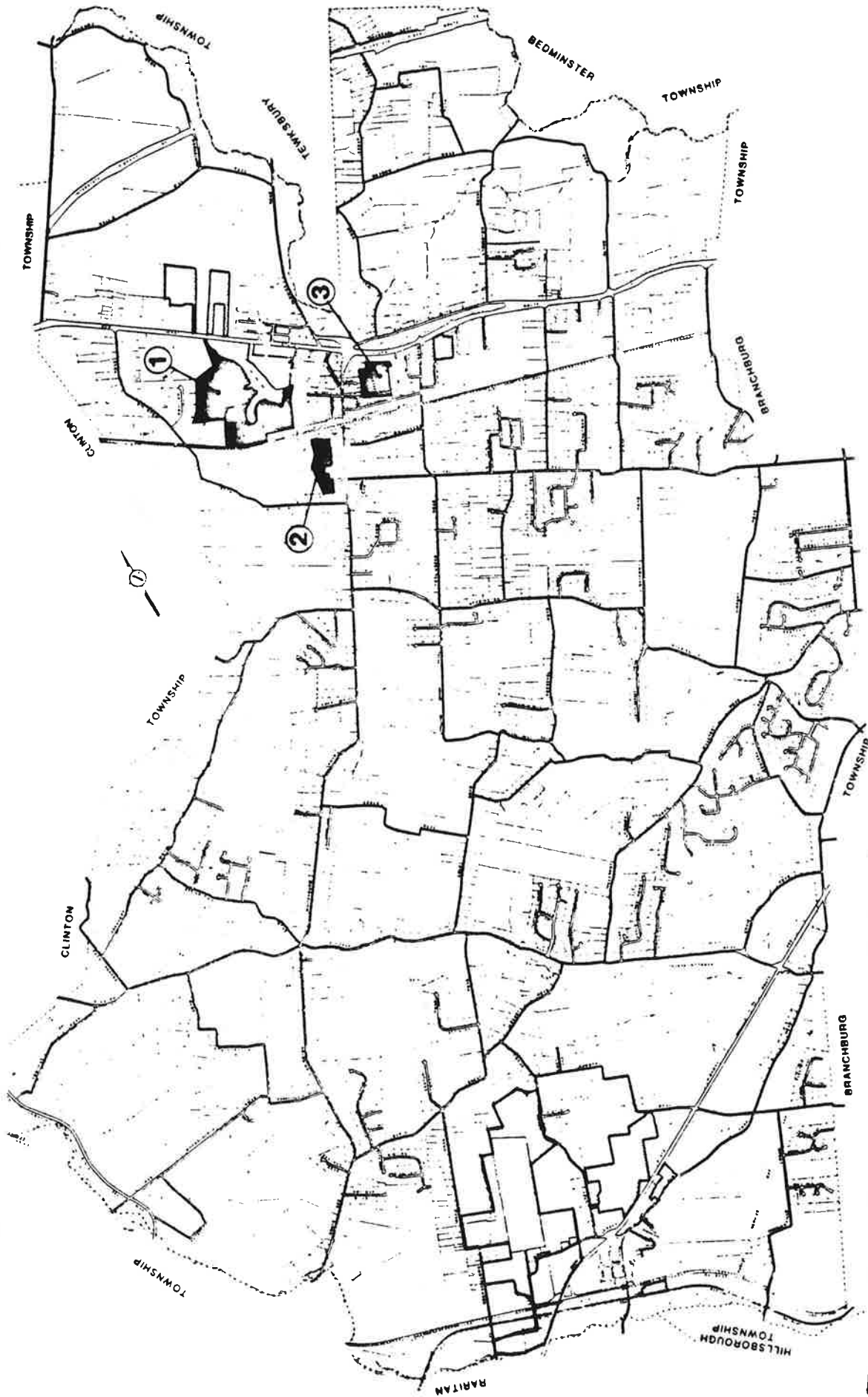
All housing projects in this plan with the exception of Whitehouse Estates will be affirmatively marketed. Fifty percent of the affordable units will be initially prioritized for persons who live and work in Readington

Township. The remaining fifty percent will be affirmatively marketed to persons within the region.

The units will be actively marketed in the following ways:

- a. Newspaper articles in newspapers within the county and region announcing the availability of units in each project as they come on line.
- b. An announcement and request for application for purchase of the affordable units in newspapers within the county and region as follows:
 1. The Hunterdon Democrat
 2. The Courier - News
 3. The Newark Star Ledger
 4. The Hunterdon Review
- c. Groups in the region that traditionally assist low and moderate income households such as social service, community based, civil and religious organizations will be contacted in order to enable them to advise their constituents of the availability of affordable units.
- d. Advertisement of the availability of units on a regional cable television local access channel(s).

The marketing program(s) will commence at least 90 days prior to the issuance of either temporary or permanent certificates of occupancy, and shall continue until all low and moderate housing units are under a contract of sale.

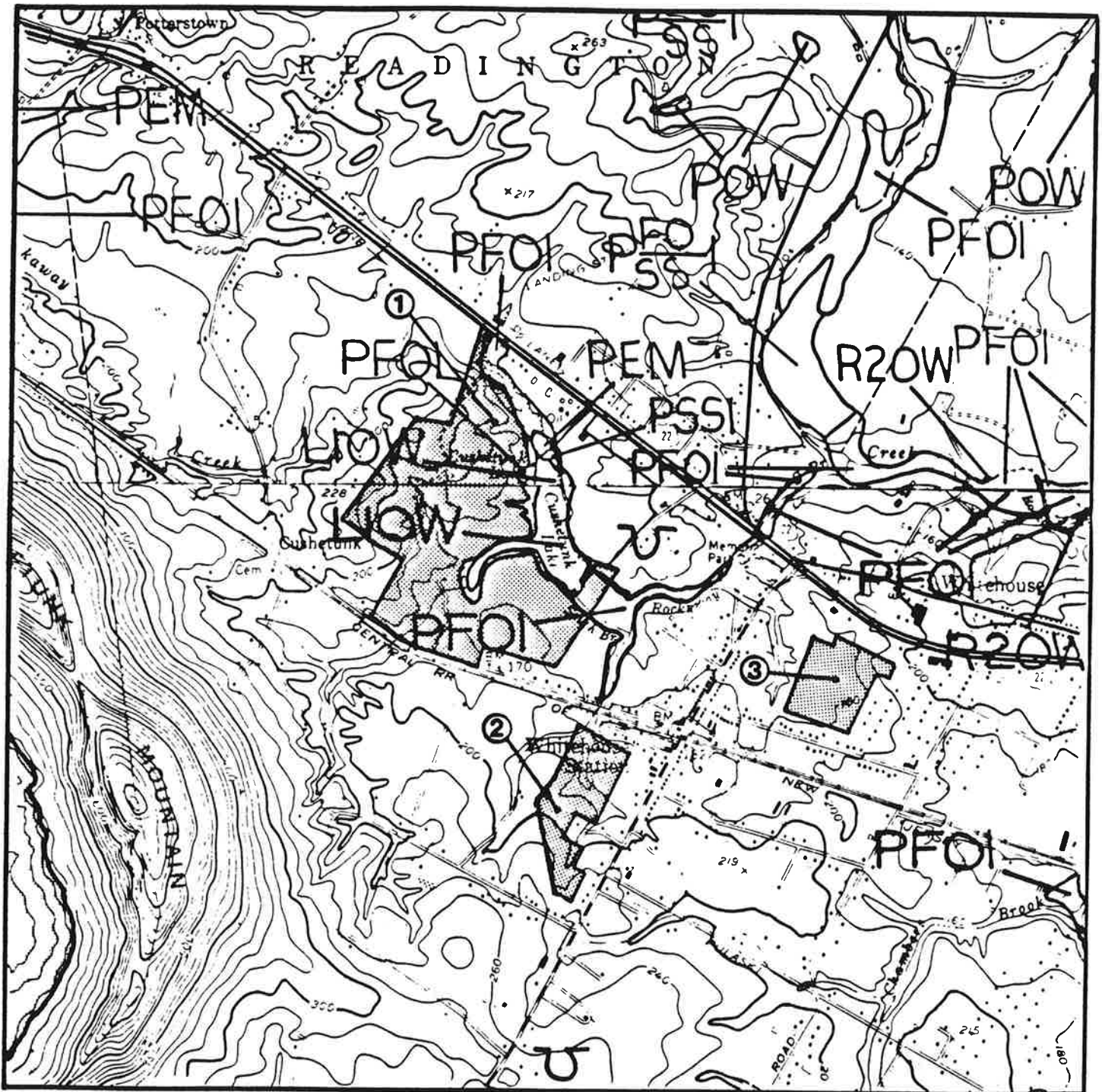


Readington Township Inclusionary Housing Development Sites

SITES DESIGNATED: 

1. Van Horne's Mill at Cushetunk Lake
2. Cushetunk Commons
3. Whitehouse Estates

SITES CONSIDERED BUT NOT DESIGNATED: 



Readington Township Designated Inclusionary Housing Sites

Compiled from National Wetlands Inventory Maps & U.S.G.S. Topographic Quadrangles.

KEY TO DEVELOPERS:

1. Van Horne's Mill at Cushetunk Lake
2. Cushetunk Commons
3. Whitehouse Estates

V. CONSERVATION AND NATURAL RESOURCES & AGRICULTURE

A. Topography & Slope

Readington Township lies completely within the physiographic province known as the Piedmont. This province has two main elements in Hunterdon County: the Hunterdon Plateau and Raritan Valley Lowland. Only the latter element is evident in Readington. The Lowlands are characterized by low rolling plains which slope gently southeastward from 200-300 feet above sea level in the central section of the county to 150-200 feet near the Hunterdon-Somerset County Boundary. Cushetunk Mountain has two peaks at 700 feet and Round Mountain's peak is over 600 feet above sea level. There are higher elevations in the Cushetunk Mountain area, however, they fall outside of the Township's boundary. With the exception of several other areas in the western section of the Township, the remaining land lies at 300 feet or less above sea level. The general topography of Readington Township is shown in 20 foot contours on Plate 2.

The topography of land is important in environmental planning in order to identify critical areas which should remain undeveloped as well as those which are suitable for development. The slopes in Readington Township can be grouped into three categories: 0-8 percent, 8-15 percent, and 15 percent and greater. 80% of the Township's land is in the 0-8 percent category.

The 0-8 percent slope category is found mostly in the eastern and southern portions of the Township. These areas produce the lowest peak rates of water run-off and contain the deepest soil over bedrock. Consequently, these slopes are the least restrictive and are suitable for nearly all agricultural, residential, industrial, commercial and institutional development.

Slopes within the 8-15 percent range are found in approximately 10% of the Township. Generally speaking, areas with slopes of 8-15 percent can be expected to produce problems in their ability to be developed without producing negative environmental impacts. These slopes must be treated selectively. They can be accommodated within tracts being developed, but it may be necessary to avoid regrading and improvements on the slopes, using them instead as creative sites for plantings, yard space, and perhaps an occasional, careful siting of a structure. The installation of foundations, basements, walkways, drives and utilities in these areas will prove to be more costly and will require run-off and erosion management techniques. Additionally, a 12 percent slope is considered by the Soil Conservation Service to be the maximum steepness for septic tank fields.

Land with slopes of more than 15 percent occur in about 10% of the Township. On these critical environmental impact areas soils are very often thin and have low natural fertility. It is not uncommon to find that most steep slopes are covered with forest growth. The trees hold the soil in place



Topography
Plate 2

20 Foot Contour Intervals

Source: U.S.G.S. Quadrangles: Califon, Raritan, Flemington, Gladstone

READINGTON
TOWNSHIP
Hunterdon County N.J.

PREPARED BY CLARKE & CATON PLANNERS
342 West State Street
Trenton, New Jersey

and provide a forest floor mulch which absorbs rain water. The trees also absorb and evaporate large amounts of ground water and therefore make room for additional storage of water. Any disruption of this pattern can have far reaching implications with respect to ground water recharge and erosion.

Development in areas with excessive slope, particularly those above 15 percent should be severely limited. For most practical reasons the land should be left in its natural condition or maintained in grass or tree cover. Disturbing the vegetation on steep slopes can produce severe erosion. Once eroded, it is extremely difficult to reestablish vegetation. Septic tank absorption fields function very poorly on steep slopes with the effluent running through the top layer of soil directly into nearby streams causing pollution of surface water. Driveway and road locations as well as structure placement on the sides of hills can also be difficult and costly.

B. Geology & Ground Water

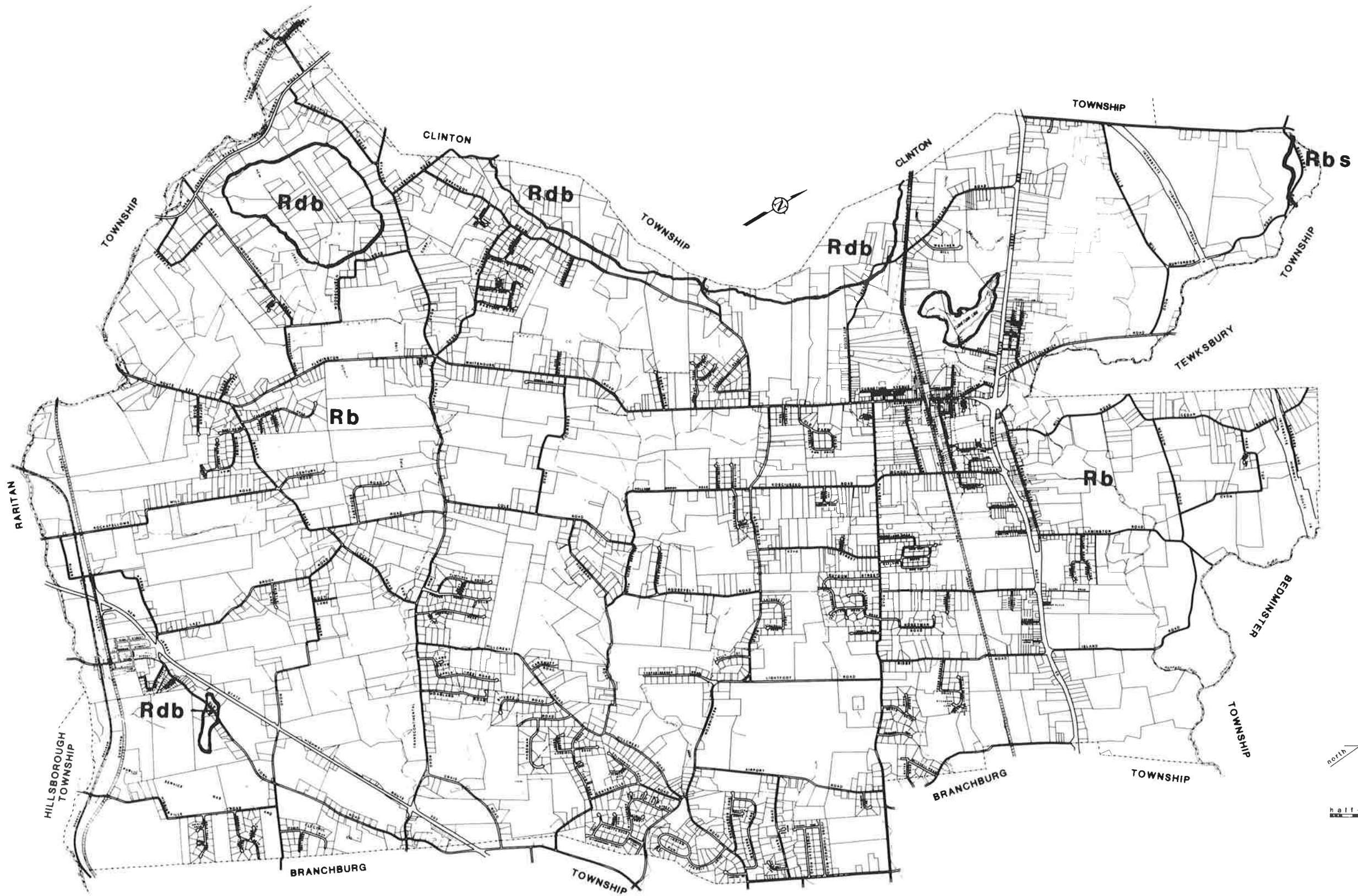
Plate 3 indicates the four types of underlying geologic formations of the Township. The predominant one is the Brunswick Shale which forms the topographic low plains of the Township. The higher portions of the Township near Cushetunk and Round Mountains are underlain by the Diabase Formation.

Brunswick Shale has little primary porosity. However, it is a highly fractured sedimentary rock (red shale) and ground water runs between the joints and fractures within it. This shale is generally considered to be a good aquifer (source of potable water supply) with an estimated safe water yield of 200,000 to 300,000 gallons of water per square mile per day. The highest yields tend to be in areas near streams or where the shale is overlain by coarse sand and gravel. The general exception to this yield is where the Brunswick Shale begins to interface with the other geologic formations. In these locations as well as areas of steeper slopes, poorer yields begin to occur. Also on steeper slopes rapid storm water runoff is more prevalent, therefore there is less opportunity for aquifer recharge. The Stockton Sandstone forms the only other significant aquifer in the Township.

The majority of Readington Township depends on individual wells and ground water resources for most of its water needs. Only certain areas of Whitehouse Station and the Three Bridges area (specifically the sewer service areas) are serviced by the Elizabethtown Water Company. Most agricultural irrigation uses streams and ponds.

The Township's major concern regarding future water supply should be ground water resources. This is true whether future uses continue to rely on individual wells or whether the Elizabethtown Water Company or some other water supply company provides services using deep production wells or surface water. In any case, proper steps must be taken to insure that residential or

commercial development does not jeopardize the aquifer's ability to recharge and supply the Township with the necessary potable water.



Geology
Plate 3

Source: State of New Jersey Department of Environmental Protection Bureau of Geology & Topography 1977

- Rbs - Basalt Triassic**
- Rdb - Diabase**
- Rb - Brunswick Formation**

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C. Soils & Soil Related Data

Plate 4 presents the 36 types of soils found in Readington as identified by the Soil Conservation Service. These types are derived largely from the underlying Brunswick Shale. Table 15 describes the limitations of each of these soil types for various forms of development. The factors which severely limit the use of the land are shallow depth to bedrock, high water table, flooding or stream overflow hazard areas, steep slopes and soil impermeability.

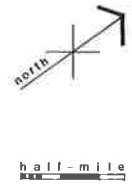
Most of the soils found in Readington have a high water table, (less than five feet) and a shallow depth to bedrock. These two factors combine to severely restrict the use of these soils as an assimilator of wastewaters. As indicated in the limitations table and the bulk of the Township consists of soils which are severely limited for on-site septic systems. Soil suitability for septic systems is a function of the relative permeability of the soil, the depth to the seasonal high water table and the depth to bedrock (see Plates 5 and 6). Where rapidly permeable soils overlay fractured bedrock, such as Brunswick Shale, a septic system will often appear to function efficiently, but groundwater contamination can occur from the movement of improperly filtered septic effluent into the aquifer. If the bedrock is shallow and unfractured, insufficiently filtered effluent can run along the rock barrier and enter surface waters.

Other implications of bedrock are the increased costs in developing roads, utility lines, and siting buildings. The more bedrock encountered during development, the higher the cost of construction. The most critical function of fractured bedrock is its ability to act as a ground water sponge. In the same manner that untreated effluent can reach ground water supplies, so can rain water be absorbed in large amounts to recharge the ground water supplies. Because of the danger of contamination by surface wastes, it is essential that on-site septic systems not be located over areas with shallow depth to bedrock.

It is important to identify high water tables for similar reasons. In the areas where the water table is less than 5 feet from the surface, there is a higher potential for erosion, wet basements, alteration of plant life and frost action on footings, paving and septic systems.

Because of the extensive areas reflecting "severe" conditions for septic systems, as shown on Table 15 and Plates 5 and 6. It becomes imperative that the Township carefully evaluate any application for a septic system. Septic systems can operate properly, but they will require careful design and construction and enough acreage to allow for dilution, followed by continual inspection and maintenance. If not, problems can be expected.

Several soils occur more frequently in Readington Township than others. Below is a listing of these soils and brief descriptions of their properties.



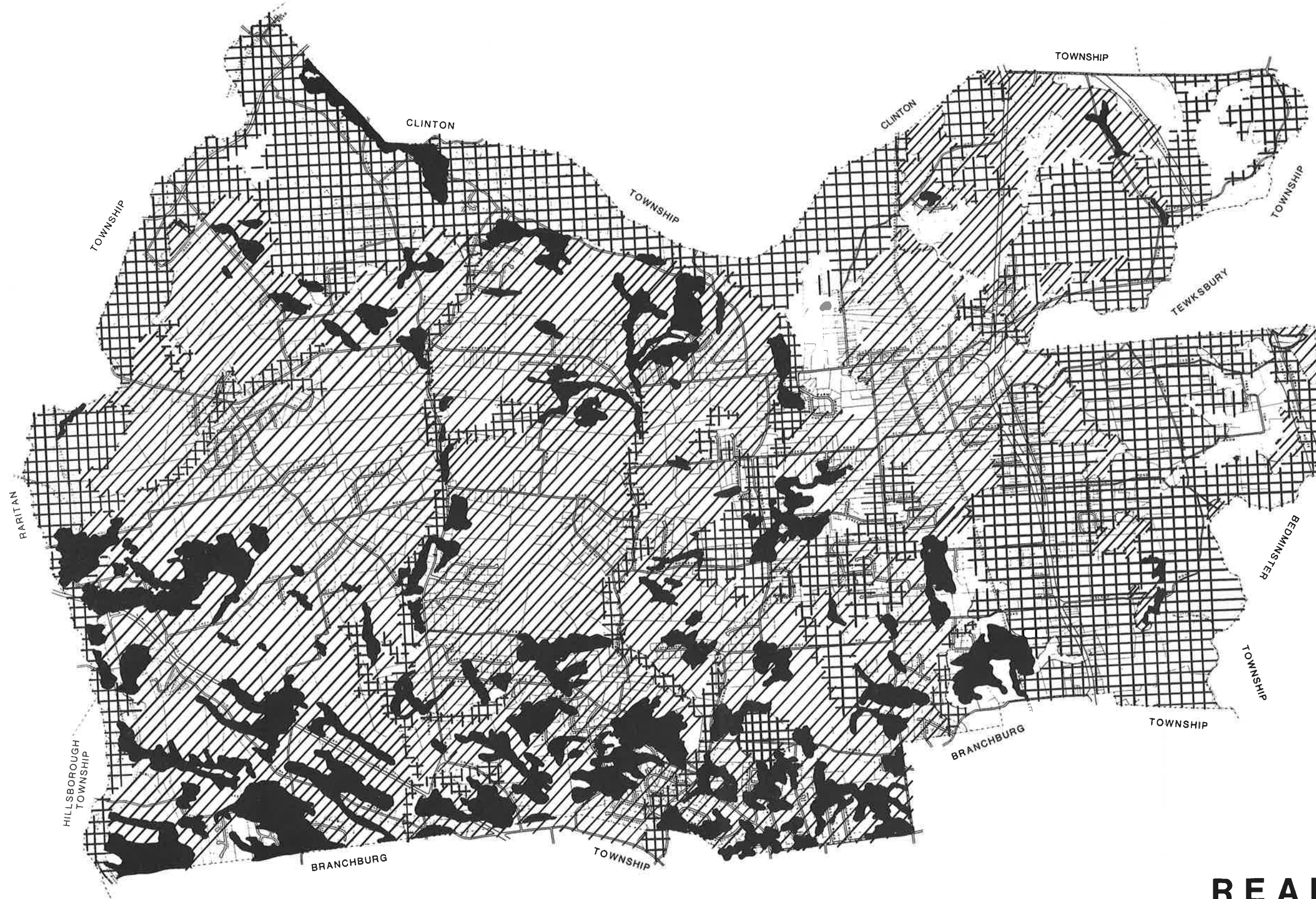
Soils

Plate 4

U.S. Dept. of Agriculture Soil Conservation Service and the New Jersey Agriculture Experiment Station 1973

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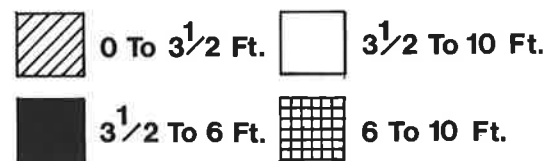
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Depth to Bedrock

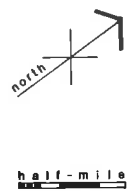
Plate 5

Source: HCBA Engineers, 1988



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Depth to Seasonal High Watertable

Plate 6

Source: National Flood Insurance Program 1985

-  0 to 2-1/2 feet
-  3 to 4-1/2 feet
-  5 feet

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Annandale and Edneyville Series

consists of deep gently sloping to strongly sloping, well drained, loamy soils. Permeability is moderate in the surface layer and substratum and moderately slow to slow in the subsoil. The available water capacity is high, and natural fertility is moderate. The gently sloping soils are suited to corn, small grain, soybeans, orchard crops, hay, or pasture. Steeper soils are suited to hay, pasture or trees. Control of erosion is needed in cultivated areas. The agricultural suitabilities of the soils in this series appear in Class I & Class II.

Bucks Series

consists of deep gently sloping to strongly sloping, well-drained soils that are underlain by Red Shale. These soils are on uplands. Red Shale bedrock is at a depth of about 44 inches. Permeability is moderate to moderately slow to moderately rapid in the underlying material. These soils have a high available water capacity. Natural fertility is moderate. Crops on Bucks soils respond well to lime and fertilizer. Most areas of Bucks soils have been cleared and are farmed. Control of erosion is needed in cultivated areas. The soils are well suited to corn, small grain, soybeans, nursery crops, pasture and hay. The subsoils of this series are in Class II or III.

Klinesville Series

consists of shallow, gently sloping to moderately steep, well drained soils on uplands. Permeability is moderately rapid. Available water capacity and natural fertility are low. The shallow depth of these soils causes low crop production. Many areas of the soils are wooded, especially the steeper slopes. Cleared areas of these soils are used for small grain, hay, and pasture. Areas of sloping to moderately steep soils which have been cleared need careful control of erosion. Many areas are idle or reverting to trees. During periods of prolonged rainfall, the soil becomes saturated and water flows along the surface of the hard bedrock. Water seeps into cellars during these periods. Klinesville soils fall into Class II and III.

Norton Series

consists of deep, gently sloping to moderately steep soils that formed on rounded slopes and divides in material weathered from old red shale glacial till. Permeability is slow. Available water capacity is high, natural fertility is moderate. Extensive, formerly

cleared areas are now idle and reverting to trees. Small areas are used for corn, small grain, hay and pasture. Tillage is delayed in places by excess water above the firm subsoil, but water does not stay in the profile for long periods. Control of erosion is needed. Norton soils are in Classes II and III.

Penn Series

consists of moderately deep, gently sloping to moderately steep, well-drained, loamy soil that formed over red shale or siltstone on uplands. Permeability is moderate to moderately rapid in the surface layer and subsoil. Available water capacity is moderate to high depending on the depth to bedrock and the content of shale. Natural fertility is moderate. Most areas of Penn soils have been cleared for farming. Many areas of the more sloping soils are wooded. Cleared areas require erosion control. In places, late in winter and early in spring, the lowest part of the subsoil is saturated, and water flows laterally over the surface of the bedrock. Water seeps into cellars during these periods. Classes II and III are represented in this series.

The Soil Conservation Service divides the agricultural capabilities of soils into the following classes:

Class I soils have few limitations that restrict their use.

Class II soils have moderate limitations that reduce the choice of plants or that require moderate conservation practices.

Class III soils have severe limitations that reduce the choice of plants, require special conservation practices, or both.

Class IV soils have very severe limitations that reduce the choice of plants, require very careful management, or both.

Class V soils are not likely to erode but have other limitations, impractical to remove, that limit their use largely to pasture, woodland, or wildlife habitat.

Class VI soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture, woodland, or wildlife habitat.

Class VII soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture, woodland, or wildlife habitat.

Class VIII soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife, water supply, or to esthetic purposes. (No class VIII soils exist in Hunterdon County.)

Only the first four classes are well suited for receiving agricultural crops. All soils series found in Readington have at least one sub group which can be used for crop production of some type.

The following is a listing of Prime Farmland Soils and Soils of Statewide Importance to Agriculture that are found in Hunterdon County. This list was prepared by the Hunterdon County Soil Conservation District.

NEW JERSEY STATE
HUNTERDON COUNTY PRIME FARMLAND INVENTORY

June 1979 Revised/Corrections May 1986

Mapping units that qualify for Prime Farmland

<u>Symbol</u>	<u>Name</u>
AnB	Annandale gravelly loam, 3 to 8 percent slopes
ApB	Annandale and Edneyville gravelly loams, 3 to 8 percent slopes
AtB	Athol gravelly loam, 2 to 6 percent slopes
BaB	Bedington shaly silt loam, 2 to 6 percent slopes
BdA	Birdsboro silt loam, 0 to 2 percent slopes
BdB	Birdsboro silt loam, 2 to 6 percent slopes
BuB	Bucks silt loam, 2 to 6 percent slopes
CaA	Califon loam, 0 to 3 percent slopes
CaB	Califon loam, 3 to 8 percent slopes
DuB	Duffield silt loam, 2 to 6 percent slopes
EdB	Edneyville gravelly loam, 3 to 8 percent slopes
LaB	Lansdale loam, 0 to 6 percent slopes
LeB	Lawrenceville silt loam, 2 to 6 percent slopes
LgB	Legore gravelly loam, 2 to 6 percent slopes
MeB	Meckesville gravelly loam, 2 to 6 percent slopes
MoB	Mount Lucas silt loam, 0 to 6 percent slopes
NdB	Neshaminy gravelly loam, 2 to 6 percent slopes
NeB	Neshaminy silt loam, 2 to 6 percent slopes
NoB	Norton loam, 2 to 6 percent slopes
PbB	Pattenburg gravelly loam, 2 to 6 percent slopes
PcB	Pattenburg gravelly loam, moderately wet, 2 to 6 percent slopes
PeB	Penn shaly silt loam, 2 to 6 percent slopes
PfB	Penn-Bucks complex, 2 to 6 percent slopes
Pk	Pope fine sandy loam, high bottom
QkA	Quakertown silt loam, 0 to 2 percent slopes
QkB	Quakertown silt loam, 2 to 6 percent slopes
RbA	Raritan silt loam, 0 to 2 percent slopes
RbB	Raritan silt loam, 2 to 6 percent slopes
RcB	Readington silt loam, 2 to 6 percent slopes
RgB	Riverhead gravelly sandy loam, 2 to 6 percent slopes
TuB	Turbotville loam, 2 to 6 percent slopes
WaB	Washington loam, 2 to 6 percent slopes

• Lunterdon County Prime Farmland Inventory

Mapping units that are of Statewide Importance

AbA	Abbottstown silt loam, 0 to 2 percent slopes
AbB	Abbottstown silt loam, 2 to 6 percent slopes
AnC2	Annandale gravelly loam, 8 to 15 percent slopes, eroded
ApC	Annandale and Edneyville gravelly loams, 8-15 percent slopes
AtC2	Athol gravelly loam, 6 to 12 percent slopes, eroded
BaC2	Bedington shaly silt loam 6 to 12 percent slopes, eroded
BbB	Berks shaly loam, 2 to 6 percent slopes
BdC2	Birdsboro silt loam, 6 to 12 percent slopes, eroded
BuC2	Bucks silt loam, 6 to 12 percent slopes, eroded
CdA	Chalfont silt loam, 0 to 2 percent slopes
CdB	Chalfont silt loam, 2 to 6 percent slopes
CdC2	Chalfont silt loam, 6 to 12 percent slopes, eroded
CgB	Chalfont-Quakertown silt loams, 0 to 6 percent slopes
DuC2	Duffield silt loam, 6 to 12 percent slopes, eroded
EdC2	Edneyville gravelly loam, 8 to 15 percent slopes, eroded
HaB	Hazleton channery loam, 2 to 6 percent slopes
HaC2	Hazleton channery loam, 6 to 12 percent slopes, eroded
LaC2	Lansdale loam, 6 to 12 percent slopes, eroded
LbB	Lansdowne silt loam, 0 to 6 percent slopes
LeC2	Lawrenceville silt loam, 6 to 12 percent slopes, eroded
LgC	Legore gravelly loam, 6 to 12 percent slopes
LhB	Lehigh silt loam, 2 to 6 percent slopes
LhC2	Lehigh silt loam, 6 to 12 percent slopes, eroded
MeC2	Meckesville gravelly loam, 6 to 12 percent slopes, eroded
NeC2	Neshaminy silt loam, 6 to 12 percent slopes, eroded
NoC2	Norton loam, 6 to 12 percent slopes, eroded
PbC2	Pattenburg gravelly loam, 6 to 12 percent slopes, eroded
PeC2	Penn shaly silt loam, 6 to 12 percent slopes, eroded
PfC2	Penn-Bucks complex, 6 to 12 percent slopes, eroded
QkC2	Quakertown silt loam, 6 to 12 percent slopes, eroded
QIC2	Quakertown-Chalfont silt loams, 6 to 12 percent slopes, eroded
RcC2	Readington silt loam, 6 to 12 percent slopes, eroded
ReA	Reaville silt loam, 0 to 2 percent slopes
ReB	Reaville silt loam, 2 to 6 percent slopes
ReC2	Reaville silt loam, 6 to 12 percent slopes, eroded
WaC2	Washington loam, 6 to 12 percent slopes, eroded

TABLE 15

SOIL LIMITATIONS

Soil Series	USDA Map Symbol	Land Use			Septic Systems	Limitations
		Building Foundations w/out Basement	Building Foundations w/Basement	Septic Systems		
Abbotstown	ABA; ABB	C	B	C		1,2
Alluvial	Ac; Ae	C	C	C		1,2
Annandale & Edneyville	ApB	B	A	B		3
		B	B	B		3
Annandale & Edneyville	ApC	C	C	C		2,3
		C	A	A/B-BdC2		1
Athol	AtB; AtC2	C	A	B		2
Athol	AtD2	C	B	B		2
Birdsboro	BdA; BdB; BdC2	A	A	A		1,2
Bowmansville	Bt	A	A	B		2
Bucks	BuB; BuC2	C	C	C		2
Califon	CbB	C	B	C		1
Chalfont	CdB	C	B	C		1,2
Hazleton	HAc2	C	A	B		2
Klinesville	KiC, KiD	C	B	B		1,2
Lansdowne	LbB	C	B	C		2
Legore	LgC	C	A	B		3
Legore	LgD	C	C	C		1,2
Lehigh	LhB; LhC2	B	B	C		1,2
Mt. Lucas	MoB	C	B	C		1,2
Mt. Lucas-Watchung	MwB	C	C	C		1
Neshaminy	NeC2	B	A	B		2
Neshaminy	NhC	C	B	C		2
Neshaminy	NhD; NhE	C	C	C		2
Neshaminy-Mt. Lucas	NkC	B	B	C		2
		C	C	C		2
Norton	NoB	C	A	C		2
Norton	NoC2	B	A	C		2
Norton	NoD2	B	B	C		2
Penn	PeB; PeC2	B	A	C		2,3
Penn	PeD	B	B	C		2
Penn-Bucks	PfB	B	A	C		2
		A	A	B		2
Penn-Bucks	PfC2	A	A	C		2
		A	A	B		2
Raritan	RbA; RbB	C	B	C		1,2
Readington	ReC2	B	A	B		1,2
Reaville	ReA; ReB; ReC2	C	B	C		1,2
Reaville	RfA; RfB	C	C	C		1,2
Rowland	Ro	C	C	C		1,2
Rough-Broken Land	RiF	C	C	C		1,2
Turbotville	TuB	C	B	C		1

KEY TO LAND USE IMPLICATIONS

- A. SLIGHT ratings mean little or no limitation or limitations easily corrected by use of normal equipment and design techniques.
- B. MODERATE rating means presence of some limitation which normally can be overcome by careful design and management at somewhat greater costs.
- C. SEVERE limitations are those which normally cannot be overcome without exceptional, complex or costly measure.

KEY TO LIMITATIONS

- 1. high water table (0-3 feet)
- 2. shallow depth to bedrock (less than 5 feet)
- 3. strongly sloping (15% or over)

D. Critical Areas

Plates 7, 8, and 9 indicates the areas of the Township which should be designated as "critical environmental impact areas". The three subcategories are steep slopes (15% or greater), flood hazard areas and wetlands. It is important to identify and protect these sites, for they offer natural protection from soil erosion, excessive flooding, poor air quality and depletion of wildlife habitat.

In addition to irreparably damaging these critical environments, developing these areas would be costly. Special and expensive septic systems, foundations and on-site improvements would have to be developed in order to allow building on such land.

In addition, although not specifically designated a "critical area" the Township has relatively little mature woodlands standing. Any development in or near such woodlands should cluster building sites into non-woodland areas and preserve the woodlands as natural open space.

Plate 7 shows that only a small percentage (10%) of the Township has steep slope areas. Most of them occur around stream corridors and on Cushetunk Mountain. As indicated earlier these areas of steep slopes are high risk for septic systems since the effluent runs through the thin top layer of soil directly into nearby streams causing pollution of surface water. They also create problems for the construction of driveways and roads as well as being areas of high erosion potential, particularly where existing vegetation is disturbed.

The flood hazard areas of the Township are indicated on Plate 8. These areas are defined as the combination of the flood plains and the adjacent flood fringe areas which, during inundation of the normal stream channel, helps to carry the excessive water. The Township drains primarily into the South Branch of the Raritan River. The southern two-thirds drain through Pleasant Run and Holland Brook into the South Branch. The northern third uses the North Branch as its drainage basin being drained by the North and South Branch of Rockaway Creek, the Lamington River and Chambers Brook. These flood plains occupy approximately 322,094 acres (about 15%) of Township land.

In the past, all the Township's flood plains have experienced damage due to flooding particularly those adjacent to the Rockaway Creek and the South Branch of the Raritan River. For this reason it is necessary to place controls on development in these areas. Development should be located on higher ground, well outside of these flood hazard areas to protect future residents from serious loss. Equally important is the preservation of the environmentally sensitive aquatic communities which exist in these stream corridor and flood hazard areas. These communities are often the first link in the food chain of the aquatic as well as other ecosystems. Control of development in these areas

is also important in preserving the flood carrying capacity of the stream corridors.



Steep Slopes

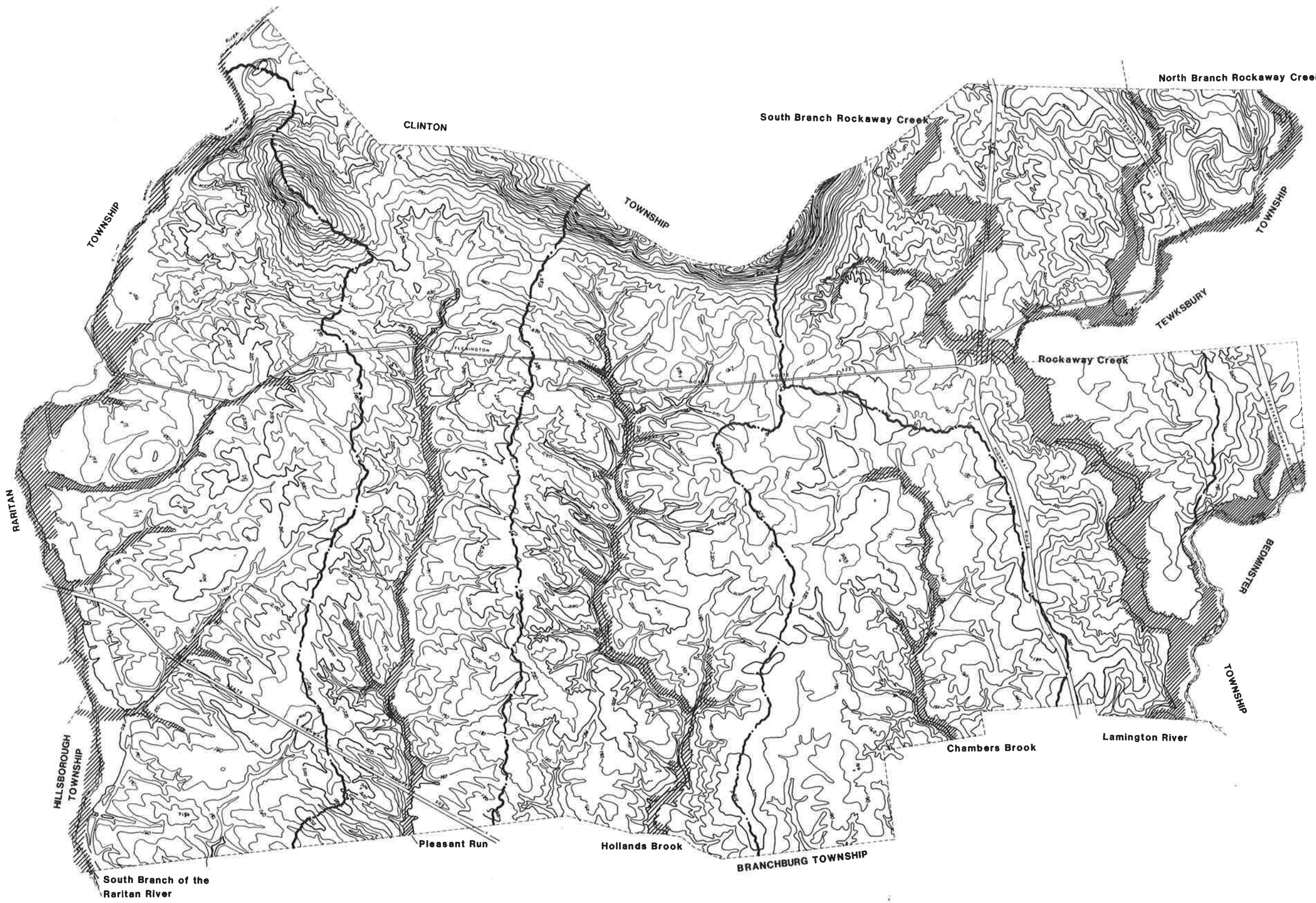
Plate 7

 Slopes of 15% or more

Source: U.S. Dept. of the Interior Geology, Quadrangles: Califon, Flemington, Gladstone, Raritan 1985

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Floodways and Drainage Areas

Plate 8

Source: U.S.G.S. and National Flood Insurance Program Floodway and Flood Boundary Map 1985

-  Floodway
-  Ridgeline

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On June 30, 1987 the New Jersey Freshwater Wetlands Protection Act was signed into Law. This act will have significant effect upon future development in Readington Township. Plate 9 indicates wetland areas as shown on the National Wetlands Inventory Map as prepared by the U.S. Department of the Interior. This map is a general indicator of wetlands. Site specific wetland studies should be conducted to verify the location and extent of other wetlands on site.

This new act will bear heavily upon the types of activities permitted to take place in the vicinity of wetlands. It provides for the regulation of activity not only in areas which fall under the Federal Permitting Program, but also the "transition" (i.e. buffer) areas which can extend as far as 150 feet from a wetland. To define these transition areas, the act refers to the "three parameter approach" (i.e., hydrology, soils and vegetation) utilized by the US Environmental Protection Agency.

The Act controls virtually any conceivable activity which could occur in fresh water wetlands. It classifies wetlands into categories of "exceptional", "intermediate" and "ordinary" resource values for use in determining the extent of transition areas.

Another significant element of the act is the "Wetlands Mitigation Bank". If due to development, wetlands will be lost, the DEP is authorized to require the restoration or creation of a wetlands area of "equal ecological value" to that which would be lost. If this is not feasible on or off the development site, the applicant may be made to contribute to a "Wetlands Mitigation Bank". A permittee may also donate land, if this land is found to be of value as a component of a wetlands ecosystem.

In development of properties containing critical areas of steep slopes, wetland and flood hazard areas, it is recommended that all or a portion of the critical area be deducted from the lot area to determine the permitted usable area. A minimum standard of non-critical usable lot area should be set by the township for each building lot. Development standards should be set to restrict and eliminate disturbance in all delineated critical areas.

VI. AGRICULTURE

Hunterdon County is one of New Jersey's few remaining prime agricultural centers. Due to an abundance of Prime Agricultural Soils and Soils of Statewide Importance, Readington Township figures prominently in Hunterdon's farming heritage. Plate 10 shows Prime Agriculture Soils and Soils of Statewide Importance. In recent years both the Township and other parts of the County have come under increasing development pressure and farmland is being converted to other uses at an escalating rate.

Approximately 4% of Readington's vacant lands are developed for single family detached housing each year. If construction trends from the past decade continue without an effective strategy of public intervention Readington's farmland may well vanish within two decades. The process of suburbanization threatens the loss of the Township's agricultural heritage as well as the loss of farming as a viable economic activity.

In light of these threats Hunterdon County officials have begun to develop alternatives to entice farmers to continue in agriculture. One option which stemmed from this concern was the creation of an agricultural easement purchase program. This program allows the county to utilize \$2.2 million of bond monies to purchase farmland for preservation. The overseers of the program are the Hunterdon County Agriculture Development Board (CADB); the first such board in the State with the specific charge of developing a County-wide program to assist in agriculture retention. The County matches its funding for purchases with money from the State's \$50 million farmland bond referendum of 1981.

Under the agriculture easement purchase program there are two options for farmers to pursue. The first one is a temporary deed restriction purchase agreement. This requires the farmer to sign an agreement stating that his land will not be developed for eight years. The second option is for a permanent purchase agreement which stipulates that the land be permanently retained for agricultural uses. The farmer retains his farming rights to the land however he sells his development rights.

Although the program is a sound one, there are limitations to how far public funding can go towards the preservation of farmland. Therefore, the Hunterdon County Agriculture Development Board has set about focusing only on key parcels which it feels are essential to maintain the agricultural viability of the region and also those areas of the County where agriculture has the most reasonable chance of surviving.

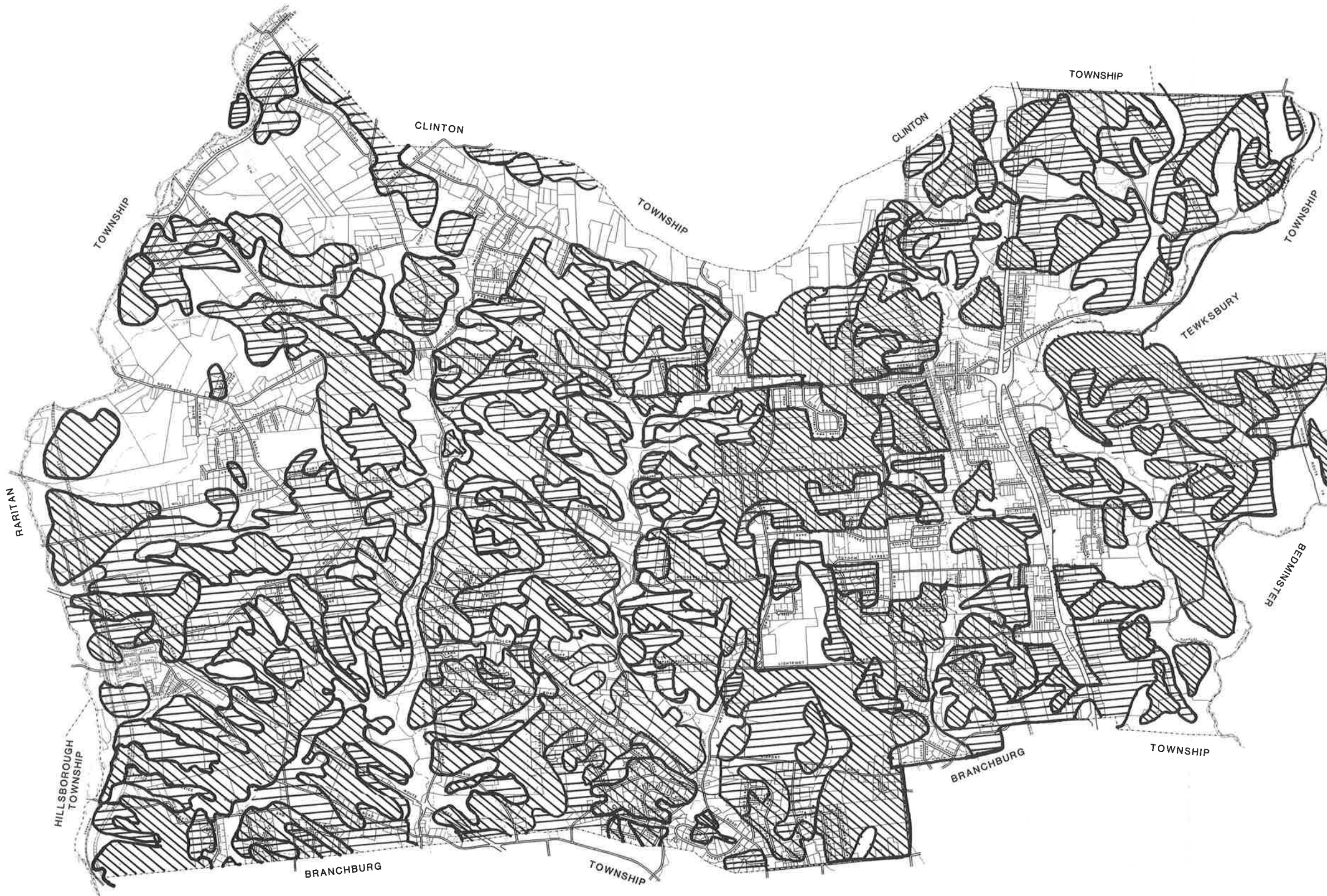
Readington Township's history as an agriculturally important area of the county makes it a logical place to implement the county programs. Following the passage by the Township's voters of a non-binding referendum on municipal funding for farmland preservation, in 1978 the Township issued

\$1,000,000 in general obligation bonds to finance various open space and agricultural retention projects. Readington Township was the first municipality to issue such a bond and is currently one of only five municipalities within Hunterdon County that has issued a bond for agricultural retention projects. The bond money is used to leverage County and State funds for purchase easement agreements in the township. Readington has been aggressive in purchasing one year options on the 127 acre Bauer Farm, 132 acre Wade Farm and 94 acres of the Schaefer Farm. In addition, the Township is presently considering purchasing options on the 72 acre Reno Farm on Cole Road and the 70 acre Moore Farm on Pine Bank Road. To date there are over half-a-dozen farms participating in the eight year and permanent purchase agreements. Plate II indicates these farms as well as the designated county Agricultural Development Area.

The Hunterdon County Agriculture Development Board (CADB) has also kept in mind that other measures of preservation will need to be taken. Some of the possibilities being explored are voluntary agricultural districting and easement donations. In addition, in 1983 the Hunterdon CADB adopted criteria to be used in identifying Agriculture Development Areas (ADA). These criteria were developed under the guidelines of New Jersey's Agriculture Retention and Development Act. Then in 1986 the Hunterdon CADB became the first county in New Jersey to designate Agriculture Development Areas and have them approved by the State Board. As with the purchase agreement program, the objectives of an ADA is to identify the areas which are currently in production or have a strong potential for future production in agriculture. At the present time, the Hunterdon CADB revised the ADA map in December of 1988 and it was ratified by the State Board in mid-1989.

In 1984 the Township's Zoning Ordinance was amended to permit Agricultural Cluster Development within the Rural Residential zone. Readington Township favors the clustering of residential development as the principle permitted use on large tracts of land with agriculturally significant soils, particularly when located within the Hunterdon County Agricultural Development Area. Remaining undeveloped lands within the agricultural cluster tracts are then permanently preserved for agricultural use.

The Township has recently approved the first application of a farm owner to come forward with a subdivision plan for an Agricultural Cluster Development. The goal of this program is to foster the creation of permanently deeded agriculture districts without requiring expenditure of substantial public funds to purchase easements.



Important Farmland Soils

Plate 10

Source: U.S. Dept. of Agriculture, Soil Conservation Service, 1974

- 
Prime Farmland **Class I & II**
- 
Additional Farmland of State Importance **Class III**




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County ADA and Preserved Farmland
Plate 11

Source: U.S. Dept of Agriculture Soil Conservation Service 1974

- * Easements are in various stages of the application and approval process.
-  **8 YEAR EASEMENT ***
-  **PERMANENT EASEMENT ***
-  **COUNTY AGRICULTURE * DEVELOPMENT AREA**

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VII. COMMUNITY FACILITIES

In planning for the future growth and development of Readington Township it is essential to have an accurate account of the existing community facilities (see Plate 12). In addition to allowing Township Officials to assess current deficiencies and limitations, this analysis will also enable them to determine which facilities will need to be expanded or improved to meet anticipated development.

A. Municipal Building

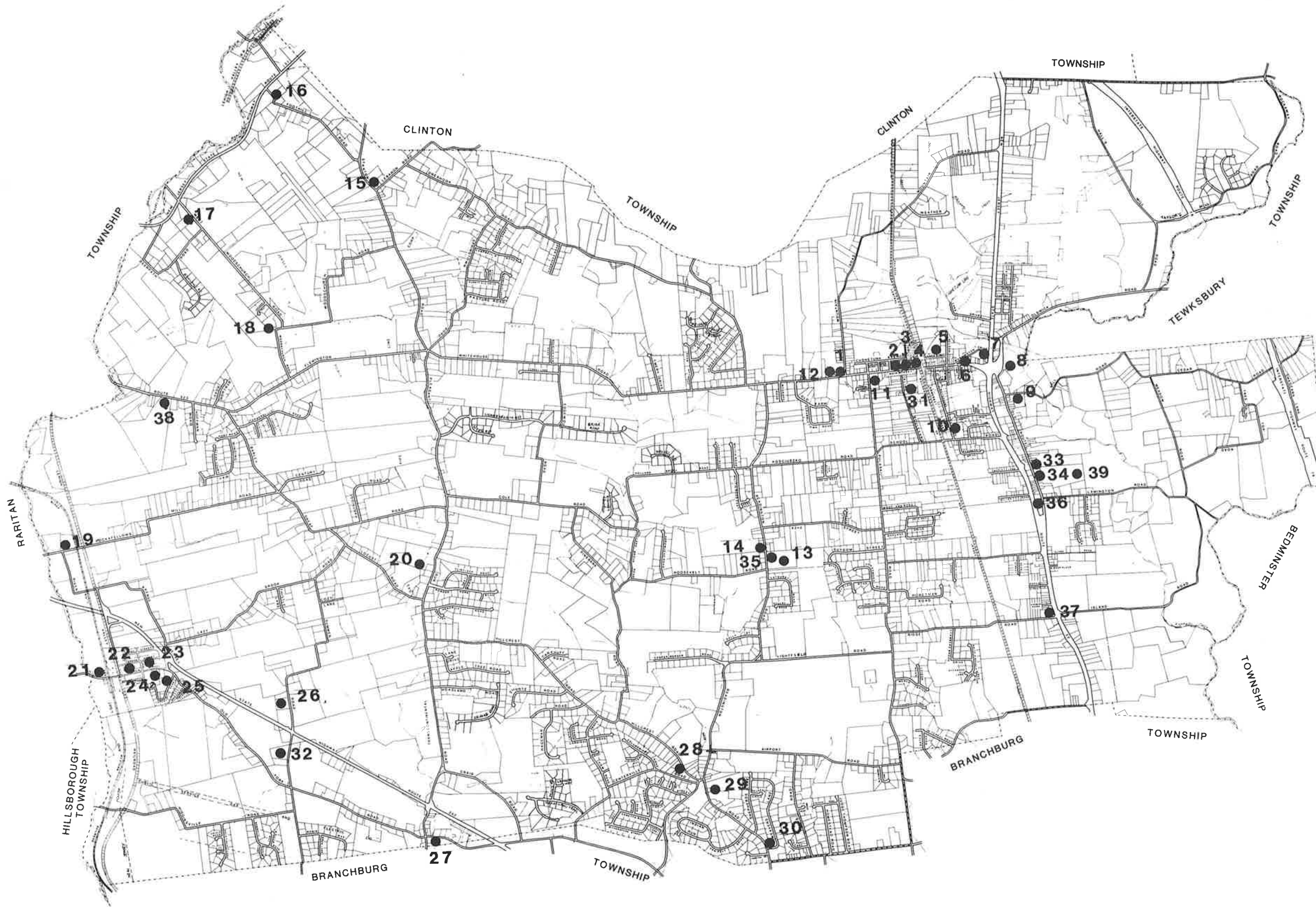
The Readington Township Municipal Building is located on Route 523 directly south of Whitehouse Station. The one story brick structure sits on a 35 acre site which it shares with Pickell Mountain Park. The 9800 square foot building houses the offices of the Tax Collector, Tax Assessor, Code Enforcement, Parks and Recreation, Planning and Zoning, Township Clerk, Municipal Court and the Police Department as well as a 150 person capacity meeting room for public meetings and the municipal court. There are currently 91 full and part time employees working from this building. The original section of the building was erected in 1964, and the facilities for the police were added in 1974. In 1987, an addition to the rear of the existing municipal building was constructed which houses code enforcement and the planning board and environmental commission offices.

In the 25 years since the construction of the municipal building, the needs of each department have far exceeded the capacity of the building. As the staff of the respective departments grows, the space for storage of files and office equipment diminishes. Inefficiencies of operation are inevitable due to overcrowded conditions in many of the offices.

One advantage to the current municipal building is that all the departments which need to interact with one another on a daily basis are centrally located, thus facilitating inter-office communication. There are, however, two departments which do not need to relate on a day-to-day basis with the others. These are the Police Department and the Municipal Court. They are however, integrally related to each other.

Given the overcrowded conditions in existing facilities and the projected rate growth in Readington, it is likely that the expansion of municipal offices will require further attention during the coming six year planning period. Several factors should be taken into consideration before the final decision is made.

Included in these are the areas and projected rate of future growth and development in the Township, the maximum amount of space each department would need when the Township has reached full development capacity, the relative advantages/disadvantages of centralizing or separating various



LEGEND

1. Readington Township Storage Facility/ Recycling Center
2. Whitehouse Fire Company #1
3. Whitehouse First Aid & Rescue Squad
4. Library
5. Whitehouse Athletic Association
6. Dutch Reformed Church
7. D.A.R. Cemetery
8. Readington Lebanon Sewage Authority
9. Whitehouse Methodist Church & Cemetery
10. Whitehouse Consolidate School
11. Our Lady of Lourdes Roman Catholic Church
12. Readington Township Municipal Building
13. Cemetery
14. Cemetery
15. Stanton Reformed Church
16. Newell Cemetery
17. Cemetery
18. Cemetery
19. Cemetery
20. Cemetery
21. Cemetery
22. Library
23. 3 Bridges Fire Company
24. 3 Bridges Reformed Church
25. 3 Bridges Consolidated School
26. Hunterdon Christian Church
27. Centerville Methodist Church
28. Readington Volunteer Fire Company
29. Readington Reformed Church and Cemetery
30. Calvary Bible Church
31. Polish American Citizens Club
32. St. Elizabeth Ann Seton R.C. Church
33. Whitehouse Methodist Church
34. East Whitehouse Fire Company
35. Readington Middle School
36. Cemetery
37. American Legion
38. Future School Site
39. Future School Site

Community Facilities
Plate 12

READINGTON TOWNSHIP Hunterdon County N.J.

PREPARED BY CLARKE & CATON PLANNERS
342 West State Street
Trenton, New Jersey

municipal departments depending upon their functions, the financial consequences of the respective alternatives for expansion outlined above, and the planning implications of the alternative locations for municipal offices.

B. Public Works

Readington's Department of Public Works is located on 6.25 acres off of Mountain Road, adjacent to Pickell Mountain Park and the Municipal Complex. The Department is housed in one building which provides storage and maintenance areas for the Township's heavy road maintenance equipment and Police Department vehicles. Currently Public Works is also leasing a barn as a second storage building. The staff consists of two mechanics, two sewer and ten road personnel and a Director. These 15 employees provide road maintenance and repair, sanitary sewer maintenance, and snow removal for the Township.

In terms of capital improvements, the work accomplished in 1987 illustrates the typical level of activity of this department. In 1987 the entire length of Cedar and Locust Roads and Airport Road from Forty Oaks Road to Readington Road and Lamington Road from Island Road to the Township boundary were paved. This totaled approximately four miles of road paving.

In 1988 the entire length of Meadow Road and Summer Road from Old York Road to Higginsville Road and from 202 to near Lazy Brook Road totaling 2 1/2 miles were paved.

For 1989 another 2 1/2 miles of road paving is proposed.

Additional responsibilities include the servicing of police and public works vehicles and monitoring the drop off, pick up and shipment of recyclables. The recycling center is located on the Public Works site.

The current location and size of the Public Works facilities are adequate for operation of the Department; however, in order to consolidate the Township's equipment, a second cold storage building should be built on site. Should expansion of the facilities be necessary in the future, sufficient room exists at the Mountain Road location without the need to purchase additional land.

C. Police Protection

Police protection is provided 24 hours a day by the Readington Township Police Department. The Department consists of 16 full time officers, five part time officers, two secretaries and the Chief of Police. Police vehicles include nine marked and three unmarked units, all radio equipped. Its headquarters are located in the northeast wing of the municipal building which was added to the original structure in 1974. The Township's Police Department is part of

the Hunterdon County Mutual Aid System based in Flemington. All calls are dispatched to the Township through the Hunterdon County Dispatch Center.

As with the other departments in the municipal building, the Police Department is experiencing the need for a significant increase in space. In addition to more room for the staff, a proper detention cell is needed. Currently, any person requiring lengthy detention must be taken to the county jail in Flemington.

With the increase in development in the Township, it can be expected that the number of calls will also rise. At some point in the near future the Department will need a self-contained dispatch system. This will require as many as six additional people on staff as well as a room in which to locate them and the system.

Consideration of additional space requirements for this department should be made with an eye towards the future population expansion within the Township. As more people move into the area, more police will be needed. With the increase in the police force will come an increase in police vehicles. Future facilities should be able to house 25-30 patrolmen, six dispatchers, three secretaries and one police chief. Proper detention facilities are an essential part of any plans for additional space.

It is feasible to consider moving the Police Department from its current headquarters to a new location since they are capable of functioning independently of the other municipal offices. If the Police Department is moved from the municipal complex, it would be advisable to move the municipal court offices as well due to functional inter-dependencies.

D. Fire Companies and Rescue Squad

As with the Police Department, the Township's fire companies and rescue squad are members of the Hunterdon County Dispatch Center. Mutual aid agreements exist between the neighboring Boroughs of Clinton, Tewksbury, Branchburg, Califon, Lebanon, High Bridge and Flemington.

The township is serviced by four fire companies and one rescue squad. The firehouses are located in East Whitehouse, Whitehouse Station, Readington and Three Bridges. The rescue squad headquarters are adjacent to the Whitehouse Station Fire Company.

The East Whitehouse Firehouse is located on the corner of Old Route 28 and Fire Lane. It serves approximately ten square miles of the township including some portions of Tewksbury. The company owns five vehicles and a variety of support equipment such as portable pumps, tankers, cascade systems and Scott breathing apparatus, some of which they share with the Whitehouse Station Company. East Whitehouse has 28 volunteer members, 13

of whom are firefighters. The rest are support staff. Only three members are available to respond during the day; however, on weekends and evening calls there is a 75% response. During 1986 the company responded to 61 alarms.

The Readington Volunteer Fire Company is located between Centerville and Hillcrest Roads just off of Readington Road. It responds to calls in a four square mile area of the Township. Roughly, this area is delineated by Pleasant Run Road, Cole Road, Roosevelt Road, Lightfield Road, Pulaski Road and Route 202. The company owns four vehicles. In 1986 they responded to approximately 62 alarms.

There are 35 active firefighters in the company and a total of 60 volunteers on the roster. When a daytime alarm is sounded, anywhere from one to twenty volunteers respond. At night there is as much as 100% turnout at a call.

Readington Volunteer Fire Company is the only firefighting unit which belongs to two mutual aid systems. In addition to calls in Readington, they also receive calls from the Somerset County Dispatch Center for Branchburg Township.

Whitehouse Station headquarters are located on Route 523 in Whitehouse Station. Its service area is approximately 25 square miles and bounded by West Woodschurch, Route 22, Spinning Wheel Diner and County Line Road. The company owns seven vehicles and shares some of its support equipment with the East White House Fire Company. Whitehouse Station Fire Company has 17 volunteers, all of whom are firefighters. During the day there are seven members available to respond and at night and on weekends all members respond to calls. In 1986 this company responded to 67 alarms.

The Three Bridges Volunteer Fire Company #1 is located on Main Street in Three Bridges. Its response area is 20 square miles square, extending from Pleasant Run Road to 202 at the South Branch of Raritan River and Rt. 31 between Deer Path Road and West Woodschurch Road to the Somerset County Line. Three Bridges Volunteer Fire Company #1 has 6 vehicles and a chief's car available for response. The company shares the use of a cascade system with the Readington Fire Company. Three Bridges has 34 active members to respond to fire calls. There are 6 to 8 members available to respond to day time calls and 80% or more of the members respond to evening and weekend alarms. In 1988 Three Bridges responded to 63 alarms.

Three Bridges Volunteer Fire Company #1 also covers part of Raritan Township with boundaries from the South Branch of the Raritan River to Amwell Road and Clover Hill Road to Dory Dilts Road and Rt. 202.

Readington has only one rescue squad. It is located on Route 523 next to the Whitehouse Station Fire Company. Its service area is all of Readington

Township plus portions of all the neighboring municipalities listed in the first paragraph of this section. In return the rescue squads in those townships assist Readington with their calls. An average of 787 calls a year are answered by the 26 volunteer members of the squad. Their vehicle list includes one non-transporting unit and three transporting ambulances.

Although the location, facilities and equipment of these companies and squads are adequate for the fire protection and first-aid of the township's population there is the ever present and pressing need of all these organizations to increase membership as well as membership response to daytime alarms. Without this increase, the companies may find a need to hire full time firefighters and/or purchase the most advanced technological equipment so less manpower is needed to handle the increasing loads.

E. Library Facilities

Readington is serviced by two branches of the Hunterdon County Library System. The Readington Library is located in the former train station in Whitehouse Station. The Three Bridges Library is located on Main Street in Three Bridges.

The combined stock of the two libraries is approximately 15,000 books with the Readington Library being the larger of the two. These 15,000 books are on permanent loan from the County Library. In addition, twice a week a delivery of new books is sent from the Main Station in Flemington. This assures a rotation of the stock throughout the county stations. Almost all libraries in the county are members in the system. Any resident may apply for and receive a card for use at any facility.

Currently the two libraries are sufficient to meet the needs of the township. However, with the projected expansion of Readington's population, serious consideration should be given to adding a third facility. Adding onto the existing libraries would not be feasible due to their locations on limited sites. An alternative would be to include a library in any plans for a new municipal complex.

F. Schools

The following assessments of the school's facilities and conditions were found in the 1978 Master Plan for Educational Facilities, prepared for the Board of Education and intended for planning during the period of 1978-1988. Although new data must be inserted into the formulas and updates must be made to projection figures, this document and its assumptions and conclusions still remain pertinent to the development and growth of the school district.

Depending on their grade level and residence, school children in the Township of Readington attend one of four schools. Those children in grades

K-4 in the Whitehouse Station district attend Whitehouse School located on Whitehouse Avenue. Children of this age in the Three Bridges vicinity attend Three Bridges School on Old York Road. All children grades 5-8 attend Readington Middle School on Readington Road and high school age children are sent to Hunterdon Central High School in Flemington.

The Three Bridges School is located on 8.5 acres on Old York Road in Three Bridges. The School accommodates children in kindergarten through fourth grade. The attendance district for this school is from Readington Road south to the township's boundary. The building was constructed in 1950 and additions were made in 1959. The school contains two kindergarten rooms, 16 academic classrooms, one library, one kitchen, one multi-purpose room, administrative, staff and health services areas; and storage, equipment and ancillary areas. The school's outdoor recreation facilities include a playground and an all-purpose field. The design capacity of the building is 372 pupils; however, in October 1988, enrollment stood at 432 students.

According to the School Board's assessment of their facilities, the Three Bridges School is incomplete. There is no sufficient space to carry out the educational programs outlined in the current curriculum. Some spaces are so inadequate that they are virtually ineffective for their intended purposes. In addition to lacking space for educational programs, the building is also deficient in areas for physical education, music, a library, conference rooms, administrative and nurses offices. The physical condition of the building was found to be outdated and in need of repair and maintenance.

The Whitehouse School is on a 6 acre lot at the corner of Whitehouse Avenue and School Road. It houses grades kindergarten through fourth and has a district bounded by Readington Road and the northern township line. The original building was completed in 1916 and alterations and additions were made in 1925, 1952 and 1959. The building consists of two kindergarten classrooms, 16 regular classrooms, one library, one multi-purpose room (with stage), two mini-classrooms, administrative, staff and health service areas; storage, equipment and ancillary areas. The design capacity of the building is 440 pupils. In October 1988, 363 students were enrolled.

In 1978 the school board made an assessment of the Whitehouse School which found that it either lacks or has inadequate instructional space for physical education, a library, art, music, science and special education. In addition it does not have sufficient conference space and has poorly located general offices. The structure itself is in need of substantial renovation.

The Readington Middle School is on a 22 acre site on Readington Road. The 46 acre site adjacent to the school is also owned by the Board of Education. All children in grades 5-8 from the entire township attend this school. Additions to the 1962 building were made in 1965 and 1972. It consists of 19 academic classrooms, two science laboratories, two career development

rooms, (wood shop and home economics), two art rooms, one music room, one open area (equal to eight classrooms), one library, one kitchen, one cafeteria, one all-purpose room (gym), one multi-purpose room (gym with stage), seven conference rooms, administrative, staff and health service areas; storage, equipment and ancillary areas; and superintendent and board offices. Its outdoor recreation area consists of a baseball field, a basketball court, a general purpose field and a soccer field. The design capacity for the school is 790 students and the enrollment as of October 1988 is 651 pupils.

A 5-6 acre portion of the 46 acre site adjacent to the middle school which is owned by the Board of Education is located within the Airport Hazard Area of one of the runways at Solberg Airport. The Air Safety and Hazardous Zoning Act of 1983 specifically prohibits schools in the Airport Hazard Area. This will limit the future use of this portion of the lot for school purposes; however the Airport Hazard Area can be utilized for open space purposes.

The Readington Middle School was found to be in satisfactory physical condition. However, it lacks sufficient science, music and art rooms. Its cafeteria is not fully "operable" (open space only) and areas for physical education are limited.

The Board of Education also owns a 31 acre site in Whitehouse behind the East White House Fire Company.

The most important element in establishing the future needs of the township's school system is the enrollment trends. These trends are affected by the local birth rate, migration of families into and out of the township, and the rate of new construction. In Readington there has been a decline of students since 1980. This can be attributed to an overall decline in the birth rate in the last twenty years. However, an increase in net migration and the increase in construction activity forecasts an increase in enrollment in the future. The past enrollment pattern and future projections are shown on Table 16, Readington Enrollment Projection.

A second factor in considering the future educational needs of the township is the age and inadequacy of the current facilities. It has already been pointed out that two of the three schools are in varying degrees of disrepair and all three lack proper space for implementing the district's approved curriculum.

It currently is the intention of the School Board to purchase land near Three Bridges and construct a new elementary school. The students would be grouped into K-5 and 6-8. The township would then be redistricted and the population of the two existing elementary schools would be redistributed between the three schools. By removing the fifth grade from the middle school and adding a cafeteria, these facilities will adequately meet the needs

of the sixth, seventh and eighth grade pupils. Along with the construction of the new building, the School Board has proposed in its Master Plan for Educational Facilities specific renovation projects for the schools at Whitehouse and Three Bridges.

A number of factors will influence the selection of a site for new school facilities. The site must be evaluated in relation to existing facilities and the status of overcrowding at the respective facilities. Elementary schools are located at Whitehouse Station and Three Bridges; however the latter school is operating above capacity.

The site selection will also be determined in part by the status of existing and future residential development. While the number of building permits issued to the condominium projects near Three Bridges and Whitehouse Station is quite high, these multi-family housing units contain relatively few school age children in comparison to the large single family homes in the RR district of Readington Township.

Additionally, other factors which affect all development projects must be taken into account: prices of land, accessibility of the site by car, availability of public utilities and relationship to other relevant local comprehensive planning issues.

- TABLE 16 -

READINGTON ENROLLMENT PROJECTION

School Year	Kind	1	2	3	4	5	6	7	8	Total*	
1980-81	152	141	169	180	180	169	207	226	214	208	1674
1981-82	138	164	143	176	176	186	175	218	232	220	1659
1982-83	155	159	159	153	153	183	194	179	221	228	1645
1983-84	137	158	158	164	164	148	187	195	179	218	1558
1984-85	139	154	156	163	163	172	152	194	199	185	1529
1985-86	148	161	159	155	155	170	177	153	205	203	1531
1986-87	146	170	166	157	157	161	173	177	161	209	1520
1987-88	148	168	175	164	164	163	164	173	186	164	1505
1988-89	150	170	173	173	173	171	166	164	182	190	1535
1989-90	144	172	175	171	171	180	174	166	172	186	1540
1990-91	155	166	177	173	173	178	184	174	174	175	1556

Source: Dr. Richard Blazovsky, Demographic Planner, Readington Board of Education

Places of Worship

A variety of places of worship are established in Readington Township. They are noted on the Township map (see Plate 12) and are listed below:

- The Dutch Reformed Church - Readington Road
Hillcrest Road
- Our Lady of Lourdes Catholic Church - Route 523
Pulaski Road
- Whitehouse Methodist - Old Route #28
- Rockaway Reformed Church - Washington and Main Sts.
- Three Bridges Dutch Reformed Church - Main Street in
Three Bridges
- Centerville Methodist - Old York Road
- Stanton Reformed Church - Stanton & Lebanon Roads
- Calvary Bible Church - Readington Road
- St. Elizabeth Ann Seton (Catholic)- Summer Road

VIII. PARKS, RECREATION AND OPEN SPACE

There are over 600 acres of publicly-owned, designated open space in Readington Township. Of this area, 265 acres are owned and maintained by the Township or are open space provided by private developments. The rest is either county or state owned. There is only one fully improved public park in the Township. This is Pickell Mountain Park situated on 12+ acres adjacent to the municipal building. Included in the park are four baseball fields, three tennis courts, a basketball court, a picnic pavilion, rest room facilities, a play area with playground and equipment and a one mile fitness trail.

Recently the Township purchased 55 acres on Hillcrest Road and has started construction of three soccer fields three soccer fields this site. Additional field space is available at the three schools and the Whitehouse Athletic Association's fields on James Street in Whitehouse Station. At present these fields are adequate for the Little League baseball and soccer organizations sponsored by the Township.

Three county parks are either partially or entirely within the boundaries of the Township. They are Deer Path Park, Cushetunk Mountain Park and South Branch Nature Preserve. Deer Path Park is in the south west portion of the Township spanning West Woodschurch Road. This 149.5 acre park of large open fields, woodlands and valley meadows is currently being used for picnicking and day hiking. Athletic fields are available as are areas for fishing.

Cushetunk Mountain Park abuts the Round Valley Reservoir in the northwest corner of Readington. Approximately 120 acres of this park are within the Township's boundaries.

The South Branch Nature Preserve is six miles long and 656.5 acres in size. It acts as a watershed for the South Branch of the Raritan which forms the southern boundary of the township. About one-third of the Preserve is located in Readington. Throughout its length areas are provided for both passive and active recreation such as canoeing, picnicking and hiking.

Within the Township there is an extensive amount of undesignated open space, both improved and unimproved which can be utilized by the residents. This comes in the form of as yet undeveloped land (almost 50% of the town's 47.8 square miles remains undeveloped), open space set aside by developers as a condition of subdivision approval and, as mentioned before, the fields located on the Board of Education's property (which can be used for both organized and casual recreation).

To augment the publicly owned facilities, a YMCA facility has recently been built adjacent to Deer Path Park. It offers an indoor pool, two Nautilus

rooms, one racquetball court, one multi-purpose gymnasium and an outdoor volleyball court.

As Readington continues to grow the Township will need to expand the areas where people can conveniently go to relax and enjoy a variety of passive and active outdoor activities. Guidelines have been established by the National Recreation and Park Association (NRPA) to aid communities in planning these facilities.

In general, the NRPA recommends a range of 6.25 to 10.5 acres of "developed" open space be provided per 1,000 population divided among a variety of sizes and types of facilities. The largest of these is termed a Community Park, which is intended to serve several neighborhoods within a 1 to 2 mile radius. The minimum size should be 25 acres which site might include areas of diverse environmental quality. Depending on the community need and suitability of the site these parks might have natural features to be preserved and/or areas suited for intense recreational activities. The NRPA suggests a planning standard of 5 to 8 developed acres per 1,000 population for these Community Parks.

The next level of facility is termed a Neighborhood Park/Playground, which is intended to serve a single neighborhood of up to 5,000 people within a 1/2 mile radius. The minimum suggested size is 15 acres most of which should be suitable for intense recreational activities such as field games, crafts, playground apparatus areas, skating, picnicking, etc. The NRPA planning standard for Neighborhood Parks is 1 to 2 developed acres per 1,000 population.

The most localized level of facility is termed a Mini-Park, which is intended to serve a specialized need such as tots or senior citizens within a very close radius of not more than 1/4 mile. Depending on the purpose the parcel could be 1 acre or even less in size. The NRPA planning standard for Mini-Parks is .25 to .50 acres per 1,000 population.

Based on the NRPA standards and the projected population of Readington Township of 33,151 at full build out, a range from 207 acres to 348 acres of improved parkland will be required. The Preliminary State Development and Redevelopment Plan for the State of New Jersey recommends a standard of 8 acres per 1,000 residents of developed parkland. This standard would set the minimum requirement at 265 acres at full buildout of the township, which is near the middle of the range recommended by the NRPA.

The following table indicates the current and future demands for parkland based on NRPA standards:

Table 17

Year	Population (1)	Current and Future Demand for Parkland Park Classification	Acreage (Low)	Acreage (High)
1989	13,408	Mini Park	3.35	6.70
		Neighborhood Park/ Playground	13.40	26.80
		Community Park	<u>67.00</u>	<u>107.20</u>
			83.75 acres	140.70 acres
Buildout	33,151	Mini Park	8.30	16.60
		Neighborhood/Park Playground	33.15	66.30
		Community Park	<u>165.75</u>	<u>265.20</u>
			207.10 acres	348.10 acres

- (1) Projections by Clarke & Caton (April, 1989)
 (2) National Recreation and Park Association (NRPA) Standards

At the present time the township improved park land, school sites and the Whitehouse Athletic Association's fields account for 112.75 acres of improved parkland. The three county parks located partially or entirely within the township provides additional 306 acres of athletic fields, improved recreational areas as well as open space for the residents of the township. The current population of Readington is estimated to be less than half of the projected population at full build out. The existing improved parkland available in the township is within the recommended range of 103.6 to 174 acres for the current population.

It should be noted that the NRPA standards described above do not include "undeveloped" open space requirements for the conservation and preservation of natural areas of particular ecological, environmental and scenic significance. Where natural features such as steep slopes, wetlands, stream corridors/floodplains and scenic corridors exist, they should be preserved through the development review process and incorporated into the municipality's new open space system. Natural features add to the attractiveness of new development and preservation of these fragile areas in their natural state will minimize future problems.

The Readington Department of Recreation has prepared a priority plan for the acquisition and development of land within the Township. These priorities are listed below. The extent to which these plan elements are

achieved will depend on a variety of factors, including the availability of land in suitable locations, the limitations on Township resources, the pace of development, etc.

RECREATIONAL LAND ACQUISITION PRIORITIES

PRIORITY #1: Community Parks, 20 or more acres each, serving Three Bridges, Readington, Whitehouse and Stanton areas.

PRIORITY #2: A combination of either one 150+ acres or one 100+ acre and one 50+ acres Township park or parks centrally located to serve the needs of the entire Township.

PRIORITY #3: Developing an access to Cushetunk Lake along with small acreage along the lake to act as picnic, fishing and boat launch area.

PRIORITY #4: An additional 10+ acres adjacent to Pickell Mountain Park.

PRIORITY #5: Acquire an access or surrounding land to Township owned lands that are landlocked.

PRIORITY #6: Acquire floodplain land along Pleasant Run, Holland Brook, Chambers Brook and the North & South Branches of the Rockaway Creek.

RECREATIONAL LAND DEVELOPMENT PRIORITIES

PRIORITY #1: Develop Community Parks in Three Bridges, Readington and Whitehouse with ballfields, picnic areas, ponds, pavilions, trails, rest rooms, tennis courts, parking areas, etc.

PRIORITY #2: Develop a Recreational Center within the Township parkland and gymnasium, classrooms, game room, indoor pool, handball courts, weight room, outdoor pool, tennis courts, ballfields with lights, parking areas, etc.

PRIORITY #3: Develop picnic area, access road, boat ramp to Cushetunk Lake.

PRIORITY #4: Develop additional ballfields, picnic area and trails on land adjacent to Pickell Mountain Park.

PRIORITY #5: Develop steepland property for sledding, skiing and camping.

Finally, the Township will continue to channel undeveloped land into permanently dedicated open space through the development process itself. Residential subdivisions of 25 acres or more in Readington's Rural Residential zone have the option of clustering with the condition that 33% of the site be reserved as public open space. Developments in Readington's higher density Planned Residential Neighborhood zones have mandatory open space requirements as well. In addition, parcels of 50 acres or more that are located within the Hunterdon County Agricultural Development Area may be required to develop as an agricultural cluster development which will set aside 80% of the site for farmland. Although this open space will not be available for recreation it will be preserved as farmland to benefit the community at large.

Significant amounts of permanent open space are being created through these developments (see Plate 13). The Township's challenge, in reviewing specific development applications is to balance the need for active, developed recreational activities versus passive recreation and to achieve an integrated plan of open space which serves both the local scale needs of the individual neighborhoods and the broader requirements of the community-at-large.

In the future, it is recommended that scenic corridors be identified and delineated. Billboards, powerlines, poorly designed buildings, and restrictions to public access often combine to contribute to the degradation of scenic views and vistas. Regulations can be incorporated into the zoning ordinance to protect the visual and aesthetic character of the identified scenic areas.



Open Space and Parkland
 Plate 13

-  STATE
-  COUNTY
-  TOWNSHIP/ BOARD OF EDUCATION
-  PRIVATE

READINGTON
 TOWNSHIP
 Hunterdon County N.J.

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 342 West State Street Trenton, New Jersey

IX. HISTORIC PRESERVATION PLAN ELEMENT

Readington Township, originally known as "Reading" was formed by Royal Patent in 1730. However, documentation shows that as early as 1710 families such as the Van Ettas, Biggs and Coles had begun to settle in the Township. Eventually those families and others turned the area into an exclusively agricultural community. It was not until the arrival of the railroad in 1847 at Whitehouse Station that other forms of commerce and industry – all ancillary to agriculture developed to serve the Township's farms and residents.

Readington Township has a rich history dating back to the early colonial times when several early rural villages emerged. With relatively few modern intrusions that have encroached, these villages and hamlets have retained much of their original character and charm. In addition to these areas, there are many individual sites within Readington Township that are significant and are of architectural, cultural and historic interest.

In late 1979, the Hunterdon County Planning Board adopted the Sites of Historic Interest Element of the County Master Plan. This plan included an extensive study of Hunterdon County and a comprehensive list of significant sites. Nine areas of historic interest in Readington Township were identified by this study and the significant structures found in each area were identified by block and lot number and briefly described. These nine areas include Centerville, Pleasant Run, Potterstown, Reading Mills, Readington Village, Stanton, Three Bridges, Whitehouse and Whitehouse Station. In addition to these areas, 87 individual farms, dwellings and school house structures as well as 17 roadway bridges and four railroad bridges were identified as sites of historic interest by this study. These individual sites and areas are located on Plate 14.

The county study stresses that objectivity is the most important factor in assessing sites. The major criteria used in the Hunterdon County study in selecting preservation sites are listed below:

A. History

1. Sites and structures associated with significant cultural, political, economic, military, artistic, and social events.
2. Sites where important activities of notable people took place, especially sites connected with such people during their active careers.
3. Sites or groups of structures representing community development patterns such as: railroads and canals, agricultural centers, county seats, religious and educational sites and the like.

4. Indian burial and camp grounds, military campsites and battlefields, and others of an archeological nature.
5. Cemeteries which are outstanding by virtue of their length of use, or because of important events (battles, for example) which took place on their sites. (A survey of all cemeteries within Readington Township has been prepared and is on file in the Planning Board office for review.)

B. Architecture

1. Buildings by great architects or master builders, and important works of lesser masters.
2. Noteworthy examples of various styles, periods, and methods of construction.
3. Sole or rare survivors of a period.
4. Curiosities, such as octagonal buildings.
5. Groups of buildings which together create a unified streetscape or area.
6. Commercial, industrial, and transportation facilities representative of particular periods and uses.

C. Setting

1. Is the building on its original site?
2. Is its present setting appropriate?
3. Is the structure or site subject to detrimental encroachment?
4. Is it readily accessible to public use, or at least to public view?

D. Use

1. Is the building threatened with demolition?
2. If it requires restoration, is the cost economically feasible?
3. Is it suitable for adaptive use?

4. Can its owners be persuaded to cooperate with the furtherance of preservation goals?

Plate 14 indicates the areas and individual sites that are listed in the Readington Township section of Sites of Historic Interest Plan, dated November 1979 prepared for Hunterdon County. This plate also indicates the expanded Waterfront District and additional sites that were not included in the county study.

The Potterstown and Stanton Districts are being submitted to the State Office of Historic Preservation for inclusion on the State and National Registers of Historic Places. The Darts Mill District (also known as Readings Mill) District) located on the South Branch of the Raritan River, is presently on the National and New Jersey Register of Historic Places. The main mill building burned down in 1982; however, the outbuildings still remain and have been restored and are currently in use.

In addition to the areas strictly outlined in the County plan, the Reading Mills District is expanded in this Master Plan to include the riverfront on the South Branch of the Raritan River from block 72, lot 5 eastward along the riverfront to Rockafellows Mill Road. This expanded area, called the Riverfront District is indicated on Plate 14 and includes the Ryerson House located on block 73, lot 17. This area and the neighboring riverfront area in Raritan Township are jointly being submitted to the State Office of Historic Preservation for inclusion on the State and National Registers of Historic Places.

The Whitehouse Station area is expanded to include the old train station on block 22 lot 102 located on Main Street (County Route 523). This structure is listed on the State and National Registers and is an example of Richardson Romanesque Architecture.

The Township lot and block numbers and the designation of the sites as listed in Sites of Historic Interest prepared for Hunterdon County are available upon request from Readington Township and are incorporated into this Master Plan by reference.

In addition to this list, the Township Historian has identified the following sites that were not included in the county-wide study, and by this reference include them on the list of Historic Sites in Readington Township:

RT 1 Block 1, Lot 1	Mill Race (Taylor's Mill)
RT 2 Block 2, Lot 1	Taylor's Mill with flood gates and trash racks
RT 3 Block 2, Lot 2	Eick House
RT 4 Block 3, Lot 1	Miller's House (Taylor's Mill)
RT 5 Block 3, Lot 5.01	John Hall's Mill

RT 6 Block 4, Lot 6 School
RT 7 Block 13, Lot 6 Stillwell Mills - site foundation
RT 8 Block 14, Lot 51 Davis Sawmill - Stanley Baron
RT 9 Block 21, Lot 27 Van Horn House - Cushetunk Lake
RT 10 Block 24, Lot 2 Abraham Van Horn House
RT 11 Block 22, Lot 102 Whitehouse Station Train Station
RT 12 Block 61, Lot 11 Rowland's Mills

In addition, a listing of cemeteries and family burial grounds has been prepared by the Township Historians. This document is included by reference and is available for review in the Readington Township Planning Board Office.

In adopting this element of the master plan, it is the intention of Readington Township to establish land use and zoning regulations that will preserve and protect significant historic sites and provide for future development that will complement the existing character of these areas and sites.

Existing in the historic villages are old general stores and other retail and non-residential uses that have historically been part of these villages. Where these uses are not incompatible with neighboring residential uses they should be permitted to remain and to make reasonable improvements necessary in a manner consistent with their historical style.

KEY





1. Cold Brook School B 2 L 7
2. James Savage Residence B 2 L 13
3. McCrea Mill and Dwelling B 3 L 1
4. Wyckoff Dwelling B 4 L 16
5. Dwelling B 4 L 30
6. Dwelling B 4 L 49
7. Dwelling B 4 L 97
8. Dwelling and Barn B 4 L 101
9. Eick-Covenhoven Farmstead B 4 L 102
10. Wyckoff-Stryker Dwelling (First Fidelity Bank) B 8 L 6
11. Farmstead B 10 L 19.01
12. Farmstead B 11 L 9
13. Dwelling B 12 L 12
14. Stillwell Dwelling B 13 L 5
15. Ten Eick-Weed Farmstead B 13 L 59.01
16. Sanders Dwelling and Farm (Ryland Inn) B 14 L 29
17. Farmstead B 14 L 50
18. Farmstead B 14 L 52
19. Farmstead B 15 L 4
20. Dwelling B 21 L 93
21. Dwelling B 25 L 20
22. Eversole Dwelling B 25 L 36
23. Dwelling B 25 L 38
24. Dwelling B 36 L 19
25. Farmstead B 36 L 49
26. Dwelling B 36 L 98
27. Farmstead B 36 L 99
28. Farmstead B 38 L 38.9
29. Farmstead B 39 L 21
30. Farmstead B 39 L 49
31. Farmstead B 39 L 53.02
32. Dwelling B 42 L 3
33. Dwelling B 42 L 8.01
34. Dwelling B 44 L 14
35. Dwelling B 45 L 1.01
36. Dwelling B 45 L 4
37. Wyckoff Farmstead B 45 L 26
38. Voorhees Farmstead B 45 L 27
39. Farmstead B 45 L 28
40. Baker Farmstead B 46 L 1
41. Davis Farmstead B 46 L 5
42. Farmstead B 46 L 7
43. Farmstead Farmstead B 46 L 14
44. Dwelling B 46 L 19
45. Biggs Dwelling B 46 L 20
46. Dwelling B 48 L 22
47. Farmstead B 48 L 26
48. Shamp Hotel/Store B 50 L 26
49. Osborn Farmstead B 50 L 27
50. Band Box House B 50 L 35
51. Kline Farmstead B 51 L 2.01
52. Dwelling B 51 L 4
53. Dwelling B 51 L 9
54. Dwelling/Barn B 51 L 25
55. Dwelling B 53 L 22
56. Farmstead B 56 L 4
57. Stryker Farmstead B 56 L 5
58. Farmstead B 62 L 3
59. Farmstead B 62 L 5
60. Farmstead B 62 L 7
61. Kinny Farmstead B 63 L 8.1
62. Barns/Outbuilds B 63 L 19
63. Farmstead B 63 L 33
64. Vandorn B 64 L 13
65. Dwelling B 64 L 17
66. Dwelling B 64 L 18
67. Dwelling B 64 L 27.01
68. Dwelling B 64 L 52
69. Dwelling B 66 L 25
70. Dwelling B 66 L 29
71. Hall-Hill Dwelling B 70 L 38
72. Dwelling B 70 L 39.01
73. Dwelling B 72 L 3
74. Dwelling B 72 L 5
75. Farmstead B 72 L 23
76. Dwelling B 72 L 29
77. Hankinson Homestead B 72 L 35
78. Elmendorf Dwelling B 73 L 2
79. Ryerson-quick House B 73 L 17
80. Dwelling B 73 L 22
81. Reading Dwelling B 73 L 23
82. Dwelling B 74 L 4
83. Dwelling B 74 L 16
84. Farmstead B 75 L 16
85. Dwelling B 93 L 19
86. Dwelling B 95 L 2.01
87. Dwelling B 97 L 1

- RT 1 Taylor Mill Race B 1 L 1
- RT 2 Taylor's Mill Flood Gates and Trash Racks B 2 L 1
- RT 3 Eick House B 2 L 2
- RT 4 Taylor's Mill Miller's House B 3 L 1
- RT 5 John Hall's Mill B 3 L 5.01
- RT 6 School B 4 L 6
- RT 7 Stillwell Mills - site Foundation B 13 L 6
- RT 8 Davis Sawmill - Stanley Baron B 14 L 51
- RT 9 Van Horne House - Cushetunk Lake B 21 L 27
- RT 10 Abraham Van Horn House B 24 L 2
- RT 11 Whitehouse Station Train Station B 22 L 102
- RT 12 Rowland's Mills B 61 L 11



**Sites of Historic Interest
Plate 14**

Reference Sites of Historical Interest - Hunterdon County Planning Board

-  Existing Historic Areas as per reference
-  Proposed Historic Areas as per Readington Township
-  Sites
-  Bridges

Site numbers followed by 'RT' are identified in the text of the master plan. All other sites and areas are identified in the Sites of Historical Interest - Hunterdon County

**READINGTON
TOWNSHIP
Hunterdon County N.J.**

PREPARED BY CLARKE & CATON PLANNERS
342 West State Street Trenton, New Jersey

X. CIRCULATION

INTRODUCTION

The Transportation Master Plan Element for Readington Township is contained in this document and on Plates 15 and 16. The plan deals specifically with the transportation facilities and services within the township. It also involves land development policies, because of the obvious cause-and-effect relations between transportation and land use. The plan is intended to be fully consistent with other plan elements, and supportive of the overall planning goals and objectives for the Township.

The plan is sensitive to both regional and local requirements and pertains to multi-modal transportation facilities and services, that are funded, operated and maintained by different levels of government. As described below, the plan includes a declaration of public objectives for transportation services. The plans contains a classification scheme for existing and future transportation facilities, with a closely related set of design standards. It also involves a list of improvements for specific transportation facilities and services.

The plan anticipates that residents and other travelers through the Township will continue to rely on highway travel. The plan, therefore, calls for more intense utilization of existing roadways, for widening and upgrading certain highway facilities, and for construction of entirely new facilities. Many of the new and improved roadway facilities can be achieved through the normal subdivision process. Others require special funding from one or more levels of government.

Rapid development of land is a special concern. The Township of Readington is located in an area under immense pressure for land development. The proximity of Interstate Route 78 further increases the pressure for development. The Township is prepared to accept new development, as long as the development meets certain quality standards. One such standard concerns the traffic impacts of the new development, particularly the impact on residential areas.

OBJECTIVES

The purpose behind the Transportation Plan is to provide for the safe and efficient movement of people and goods into, about, and through the Township. More specifically, the objectives of the plan are:

- 1) to separate different types of highway traffic onto the appropriate facilities;
- 2) to channel through traffic in a manner that produces a minimum detriment to residential areas;



LEGEND

- ▬▬▬▬ Freeway
- ▬▬▬▬ Expressway
- ▬▬▬▬ Principal Arterial
- ▬▬▬▬ Minor Arterial
- ▬▬▬▬ Collector
- ▬▬▬▬ Local Street

Roadway Classifications
Plate 15





Source: Edwards & Kelcey, Inc.

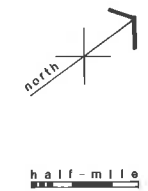
READINGTON
TOWNSHIP
Hunterdon County N.J.

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 342 West State Street
 Trenton, New Jersey



LEGEND

-  Road Improvements
-  Intersection Improvements
-  Highest Accident Locations
-  Mass Transit Parking Locations



**READINGTON
TOWNSHIP
Hunterdon County N.J.**

**Accident Areas & Recommended
Roadway Improvements**

Source: Edwards and Kelcey, Inc.

Plate 16

PREPARED BY CLARKE & CATON PLANNERS
342 West State Street
Trenton, New Jersey

- 3) to accommodate traffic from approved new land development projects without a decline in existing levels of service and with a minimum detriment to residential areas;
- 4) to facilitate intra-Township local traffic;
- 5) to coordinate the Township's street pattern with surrounding highway construction, present and proposed; and,
- 6) to promote the utilization of mass transit and public transportation.

The Plan describes the location and types of facilities that are required to achieve these objectives.

EXISTING CONDITIONS

Travel patterns in the Township have stabilized around the major highway facilities already in place. Generally, the highways owned and operated by the higher levels of government serve the longer distance trips. Thus, State owned facilities handle a larger portion of through trips than County roads. Townships roads are primarily used to access land and as collector-distributor roads. This functional classification is the basis for many transportation planning decisions.

Interstate Route 78 (I-78) is a relatively new freeway that provides East-West connections through the central portion of the State. I-78 operates with full access control and crosses the Township in the northern end. While, there are no I-78 interchanges inside the Township, there is an interchange to the north of the Township in Tewksbury and one to the east in Bedminster Township.

Most of Readington Township lies within the triangle formed by U.S. 22, U.S. 202 and NJ 31, the highest volume facilities in and around the Township. The traffic volumes on these highways have increased dramatically. These roadways will soon be operating at or near capacity during the peak hours. Interregional truck traffic is already substantial on all three roadways, but especially on U.S. 202.

Crossing the northern portion of Readington, U.S. 22 is a four-lane divided highway, or expressway. This roadway contains a very large number of median openings, some traffic signals and a partial access control. The posted speed limit is 55 mph. After I-78, U.S. 22 is the most important east-west facility in this portion of the State.

U.S. 202 is located in the south-eastern portion of the Township. This is a four-lane expressway with occasional median openings and traffic signals. The posted speed limit is 55 mph. U.S. 202 provides a connection from the lower part of Hunterdon County and portions of Mercer County to I-78 and I-287.

NJ 31 is a two lane highway with a high design speed which is presently being dualized. The posted speed limit is 55 mph. It is the major north-south highway in Hunterdon County. NJ 31 is located along, but generally outside, the western boundary of the Township.

County Road 523 provides a critically important function as the principal north-south arterial in the Township. Known as Flemington-Whitehouse Road, Main Street and Oldwick Road, County Road 523 serves both local and regional travelers with the interchange on I-78, in Tewksbury Township. This is a two lane highway built to relatively high design standards. The posted speed limit ranges from 35 to 50 mph. The portion of County Road 523, south of U.S. 22, in the center of Readington has the largest recorded traffic volumes of any roadway in the Hunterdon County system. Historical data (1982-1986) and recent traffic counts indicate a substantial average annual growth rate in traffic volumes of 14%.

County Road 629 crosses the lower portion of the Township in an east-west direction. It is a two-lane roadway designed to medium but uneven standards with a posted speed limit ranging between 35 and 45 mph. Called Stanton Road and Pleasant Run Road, this highway functions as the principal arterial between NJ 31 near Stanton and U.S. 202 near Centerville, in the southern portion of the Township.

County Road 620, Readington Road, serves as another principal arterial, between County Road 523 (south of Whitehouse Station) and U.S. 202 (near South Branch in Somerset County). This two-lane highway also provides a collector-distributor function for the central portion of the township, including the village of Readington and the Solberg Airport. With few exceptions, it is built to an appropriate design standard. The posted speed limit along this roadway also ranges between 35 to 45 mph.

Some of the Township roads function as minor arterials, in addition to providing access to land uses. The following roadways fall into this category:

- 1) Pulaski Road;
- 2) Dreahood Road;
- 3) Mountain Road;
- 4) Potterstown Road;
- 5) Barley Sheaf Road; and,
- 6) Hillcrest Road

These roads are easy to recognize, between of their relation to the principal arterials, and because of the number of local roadways connected to them.

STRATEGIES

The transportation plan involves policy decisions about several aspects of transportation, including highways, public transportation services, parking facilities, traffic control devices, subdivisions, and a transportation improvement district. These strategies are outlined below.

Highways

The provision of adequate highway service is critically important to achieving the transportation objectives of the plan. Highway improvements require active cooperation and funding from different levels of government along with the private sector. Each level of government has its own transportation planning activities and requirements.

The improvements identified here serve the public objectives of Readington Township. The improvements are generally consistent with the plans of their governmental agencies. This element focuses on issues at a more detailed, if smaller, geographical scale, than that of transportation plans developed by other levels of government. However, the rest of the Readington Township Master Plan concentrates on a larger set of roadways, including State, County and Township roads.

The plan for highway improvements is described by a combination of design standards for different classes of roadway and classification of each roadway in the township. The design standards include cross section details (right-of-way width, pavement width, shoulder width, sidewalks, pavement structure, drainage structures, curbing, etc.), minimum criteria for horizontal and vertical alignment, and other guidelines for good highway design. Given that each roadway segment has been uniquely classified, all characteristics of the future highway network will be determined.

Following accepted definitions, the roadways in the Township have been classified as follows:

- FREEWAYS-** A multi-lane highway having a minimum of two lanes for exclusive use of traffic in each direction and full control of access and egress.
- EXPRESS- -
WAY** A divided arterial highway for through traffic with full or partial control of access, and generally with grade separations at major intersections.
- PRINCIPAL -
ARTERIAL** Serves major through movements between important centers of activities in a metropolitan area and a substantial portion of trips entering and leaving the area. Services to abutting

land are subordinate to the function of moving through traffic.

- MINOR ARTERIAL - A facility that connects and augments the principal arterial system. Its main function is still traffic mobility. It performs this function at a somewhat lower level and places more emphasis on land access than on the principal arterial.
- COLLECTOR Provides both land access and traffic circulation service within residential, commercial, and industrial areas. Their access function is more important than that of arterials. Unlike arterials, their operation is not always dominated by traffic signals.
- LOCAL STREETS - Serves as a local service street. It is not conducive to through traffic.

Plate 15 entitled Road Classification, shows each roadway in the Township categorized in one of these classes. The New Jersey State Department of Transportation (NJDOT) policy on geometric design provides typical sections and other design standards for these classes of roads. These standards are incorporated by reference in Transportation Element of the Readington Master Plan. The classification reflects both existing and future conditions. The following table illustrates roadway design standards published in the NJDOT Design Manual. Specific improvements are identified in the next section of the plan.

General Design Controls for Rural Roads and Highways

Highway Type	Arterial	Collector	Local
Design Speed, MPH	Level 50-65 Rolling 45-60 Mount. 25-45	35-50	20-35
Level of Service	C	C	-----
Design Vehicle	SU; WB-50	SU; WB-50	SU
Design Traffic Projections	20 yrs. New Alignment; 10 yrs. Re-surfacing	20 yrs. New Alignment; 10 yrs. re-surfacing	20 yrs. New Alignment; 10 yrs. re-surfacing
Number of Lanes	2 to 6	2 to 4	2
Lane Width, Feet	12 Desirable 11 Minimum	12 Desirable 10 Minimum	12 Desirable 10'
Median Width (If Applicable)	46' Desirable	36' Desirable	-----
Right Shoulder Width, Feet Desirable	12	10	8
Left Shoulder Width Feet, Desirable (If Applicable)	5' (4 lanes) 10' (6 lanes)	5'	-----

Highway Type	Arterial	Collector	Local
Max. Superelevation, Percent	6	6	-----
Curve Radius	*	*	*
Stopping Sight Distance	*	*	*
Passing Sight Distance	*	*	*
Profile Grade, % Maximum	3 Level 4 Rolling 6 Mount.	4 Level 5 Rolling 7 Mount	6 Level 7 Rolling 9 Mount.

*Dependent of Design Speed

Source: NJDOT Design Manual

Mass Transit and Public Transportation

The Township is committed to promoting the use of public transportation and mass transit, especially since these modes of travel reduce the number of highway vehicles operating during peak hours and increase the economic life of existing highway facilities.

In addition to the direct provision of mass transit services, the Township is also interested in actions that directly and indirectly promote public transportation by allowing increased vehicle occupancy rates. These include support for the train and bus services at Whitehouse Station, support for programs that promote carpooling and vanpooling, and support for existing and potential park-and-ride and kiss-and-ride facilities in the Township, especially near I-78 and the other major highway facilities.

One way the Township is attempting to deal with the additional traffic growth is through the establishment of a Trip Budget. The Trip Budget consists of standard trip generation calculations which are applied to each new land development. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 4th Edition, is generally used to determine the level of trips that will be produced by the development. However, well documented case studies may also be acceptable on a development by development basis.

Another of the governing factors in the determination of the Budget is the capacity of the existing roadway to adequately handle the additional traffic. This is particularly relevant when future improvements are expected but are to be completed after the development is in place.

The Trip Budget is included as part of the site approval process. Once determined, the developer agrees not to exceed the total number of trips that are assigned to that particular development. A trip monitoring program will be established in order to assess the developer's compliance with the Budget. The failure to comply may lead to the halting of additional development on the site or the assessment of a penalty.

Parking

The Township does not anticipate problems arising from an inadequate supply of parking. Most local streets are too narrow for on-street parking. The subdivision process will provide for adequate off-street parking in new land developments.

Traffic Control Devices

The Township does not maintain existing traffic control devices, other than signs and pavement markings, partly because all the traffic signals in the Township are located on State roads. These traffic signals are owned and

operated by the State of New Jersey. With the ordinary growth in traffic and the extraordinary land development projects under consideration by the Township, there is a good chance that traffic signals will soon appear on Township and County roads.

As traffic signals become warranted on local roads, the Township should enter into agreements with the State and/or Hunterdon County to maintain the new traffic signals. The Township will also require that the traffic control devices be designed to the standards from the appropriate agency.

Subdivisions and Other Development

The development of vacant land is a important issue in Readington. Land development is a critical factor in transportation planning, because the utilization of transportation facilities depends a great deal on the location of residential, industrial and commercial land uses. Since 1986, there has been a dramatic increase in the number of proposals for land development and in the average size of proposed land developments. The Township has standard procedures for reviewing and acting on proposals from developers about new land uses. These procedures are addressed in other planning documents.

As part of the subdivision process, in addition to detail descriptions of proposed site conditions and land uses, developers prepare analysis of designs for site access. The Township will be most receptive to developers with subdivision proposals that have roadways with the following features:

- 1) separation of through traffic from local traffic, with the through traffic on appropriate facilities.
- 2) a minimum number of access points to individual lots;
- 3) site access from local roads and collectors rather than arterials;
- 4) local roads and collectors designed so as to preclude their use as "short-cuts";
- 5) local roads and collectors that end in three-legged intersections at right angles with the major road;
- 6) intersections on the major arterial road spaced at least 400 feet apart so as to ensure proper operation between intersections; and,
- 7) cul-de-sacs designed as the right tangent type, with a maximum of 12 housing units and/or a maximum length of 500 feet.

All proposals must meet or exceed the design standards associated with the specific class of roadway. More detailed criteria and guidelines are

provided in the American Association of State Highway and Transportation Officials (AASHTO) design standards.

AIRPORT

In accordance with the Airport Safety and Hazardous Zoning Act of 1983 (p.L. 1983, C-260), the Land Use Map (Plate 1) includes the location of the Airport Hazard Areas for the runways for the Solberg Airport. The airport is located in the northeastern quadrant of Readington township and is generally bordered by Pulaski Road to the north, Lightfield Road to the west, Readington Road to the south and Airport Road to the east.

Solberg Airport is located within the RR district and is flanked by existing single family detached homes. Readington Township is concerned about the land use incompatibilities which arise from operating an airport in the midst of a large single family detached housing district. It is Readington Township's desire that the airport not grow beyond being a local recreational airport. Any expansion or significant improvements proposed to the airport facilities (including runways) should be approved by the Planning Board so the impact of the expansion on the surrounding land uses and the municipal infrastructure can be properly evaluated.

TRANSPORTATION IMPROVEMENT DISTRICT

Readington Township is cooperating with Tewksbury Township and Hunterdon County to study the implications of a Transportation Improvement District (TID) which will encompass most of the Township.

A TID is a designated area which can range in size from a single development to several towns. The area within its boundaries is studied to assess what traffic trouble spots already exist and what problems will be created by proposed developments. Roadway improvements can then be recommended, and a formula for allocating their cost among the developers who make them necessary can be determined. The results of the study are presented in a master traffic plan, which may be implemented as is or used as the basis for downzoning existing zoning classifications, thereby avoiding traffic congestion in the first place.

The first step in this process is a complete inventory of existing roadway and land use conditions. The physical inventory of roadway network characteristics include traffic circulation patterns, traffic counts, travel time surveys, and public transportation impact. The land use inventory includes all existing and approved developments, as well as projects pending before planning boards.

The second step in this process is a complete inventory of existing roadway and land use conditions. The physical inventory of roadway network

characteristics include traffic circulation patterns, traffic counts, travel time surveys, and public transportation impact. The land use inventory includes all existing and approved developments, as well as projects pending before planning boards.

The second step includes the creation of a computer model to simulate the area's road network and demonstrate traffic scenarios that will occur pursuant to predicted development within various zoning classification. The model allows potential roadway capacity to be determined and potential traffic problems to be identified. Roadway improvement recommendations are then made to avoid potential problems identified by the computer model. These may include road widenings, bypasses, realignments, turn lanes, signal timing, or parking restricts. Cost allocation formulas are typically incorporated into town ordinances and implemented on a development by development basis using the database system.

The TID presents the Township with a unique opportunity to formally list different development scenarios and alternative roadway improvements.

SPECIFIC IMPROVEMENTS

The following is a list of suggested transportation improvements in Readington Township, grouped by type. These are also shown on an attached map.

Roadways

The openings in the median of U.S. Route 22 require improvement. The section of U.S. Route 22 in the township should be the subject of a major highway design project. Four of the ten locations in the Township with the most accidents are on this roadway. Preliminary analysis indicates that there may be too many median openings and that the median is too narrow for the simple openings that currently exist. It should therefore be possible to close most of the openings and redesign the remaining openings to higher standards, full width shoulder, "jug-handles" and traffic control devices as deemed appropriate.

In this regard, it is critical for safe and efficient traffic flow that the access road from the Van Horne Mill at Cushetunk Lake which will intersect Route 22 from the south align with the planned intersection with the Merck access road from the north.

In addition, a service road parallel to Route 22 should be planned for properties on the west bound section of the highway in the western section of the township. As development applications for this area come in, the service road should be a condition of approval. This service road would organize the interaction of traffic between the various commercial parcels and Route 22 and

would permit trips between parcels without the need to utilize Route 22 resulting in more efficient and safer traffic flow.

The Whitehouse Station Bypass is a planned relocation of County Road 523 to the west of its present alignment. This new facility will remove traffic from the center of Whitehouse Station, between U.S. Route 22 and County Road 620. Because the relocated road eliminates the offset intersections on U.S. Route 22, this roadway improvement will also increase the north-south corridor capacity of County Road 523.

Plate 16 designates an area adjacent to the intersection of the Whitehouse Station Bypass with the rail line for future mass transit parking. This site would be too far from the location of the existing station for convenient parking but it is indicated in recognition of the notion that the train station might be better relocated to the west if the bypass were to be constructed. In this way commuter traffic to the station would be removed from Main Street and relocated to the bypass. This concept needs much more careful analysis before a firm recommendation can be made and that analysis should occur before the area in question is developed for another use.

Other roadways requiring substantial improvement are Lightfield Road, near the intersection with Ridge Road, and County Line Road, south of U.S. Route 22 and the I-78/Route 523 interchange. These involve physical improvement to pavement and drainage, and changes in alignment with acquisition of right-of-way.

Intersections

In addition to the intersections included with the list of roadway improvements, the following intersections should be subject of analysis and design:

- 1) U.S. Route 202 and Pleasant Run Road;
- 2) "Five Corners", Flemington-Whitehouse Road (County Road 523), Pleasant Run Road (County Road 629) and Springtown Road;
- 3) Readington Road (County Road 620) and Hillcrest Road;
- 4) Barley Sheaf Road and Locust Road; and,
- 5) County Line Road and U.S. Route 22.

These intersections should be redesigned for improved highway safety and capacity. The improvements will probably consist of minor widening and installing traffic control devices.

Special Parking for Mass Transit

The following facilities are suggested as parking support for mass transit and public transportation:

- 1) near the railroad station in Whitehouse Station;
- 2) in the Whitehouse Shopping Center, on U.S. Route 22 and County Road 523; and,
- 3) near the interchange between Interstate 78 and County Road 523.

These parking facilities will make it easier for commuters to share rides to work and reduce the number of vehicles on Township roads.

XI. UTILITIES

As with community facilities it is important to know the current status of utilities in the Township. This information allows for an analysis of the existing system's adequacy and quality as well as a sound basis by which to plan for the future needs of the township. This section will document both existing conditions and proposals for the future.

At present only two sections of Readington Township are serviced with sewer and water. Approximately 770 homes and businesses in the villages of Whitehouse and Whitehouse Station and 525 in the Three Bridges area receive utility services. These two sewer service areas are shown on Plate 17.

Whitehouse and Whitehouse Station have been on line with the Readington-Lebanon Sewer Authority since 1981 and the Elizabethtown Water Company since 1985. The first water service tap was in 1985 for the townhouses at Whitehouse Estates. Plate 18 indicates the Water Franchise Areas.

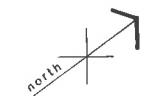
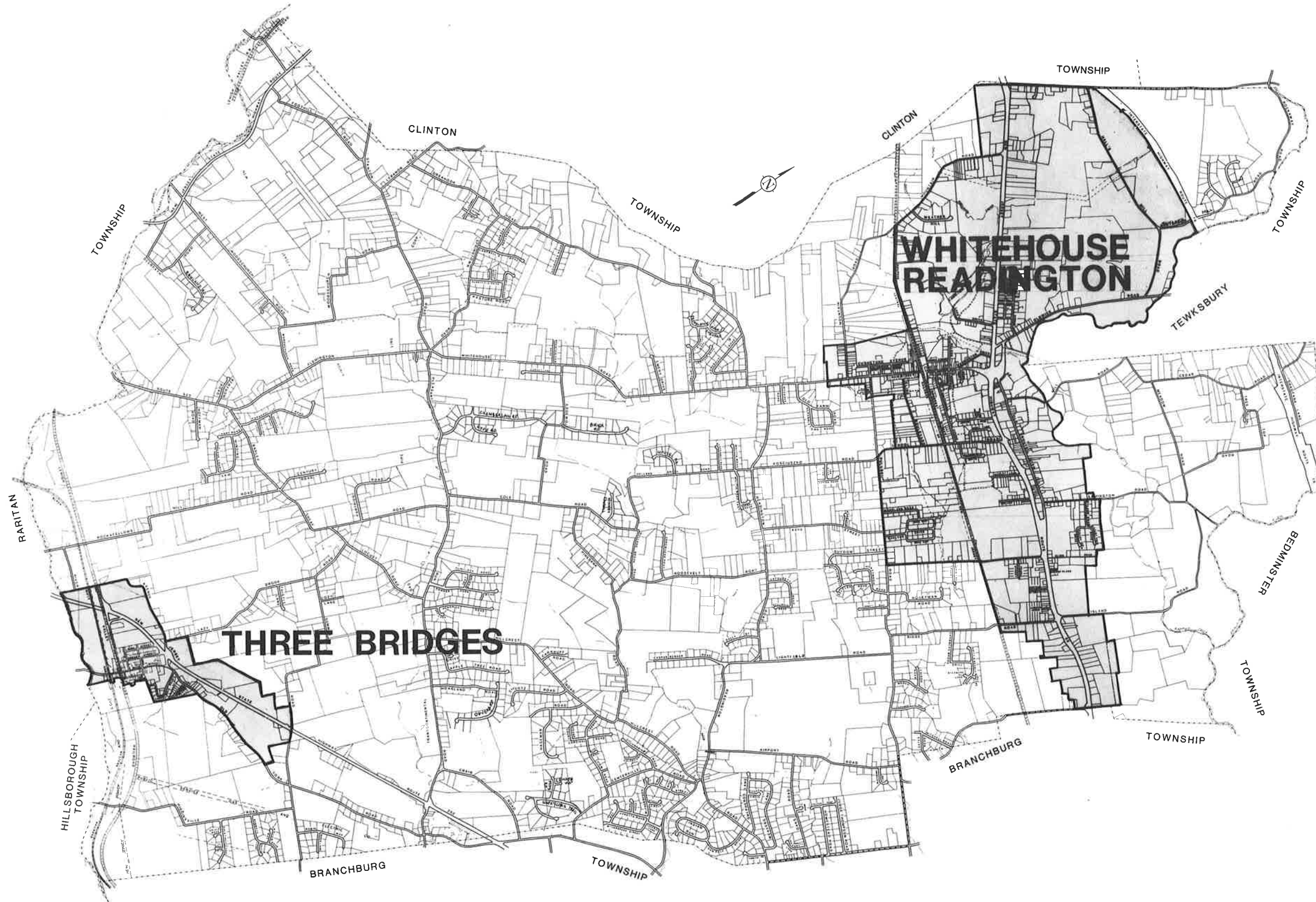
The Readington-Lebanon Sewer Authority plant is located off Old Route 28. Sewage pumped through this station receives secondary treatment and is then discharged into the Rockaway Creek.

The total sewer allocation for the Whitehouse area through 1987 was 595,000 gallons per day (gpd). At present the average daily flow is less than half the approved capacity. The remaining units of capacity are either being reserved for existing homes/businesses within the service area or have been allocated to developments in the Township which are either currently under construction or are seeking approval from the Planning Board.

For reasons due to the receipt of federal funds the Readington-Whitehouse Sewer Area has been separated into phases. Phase I consists of all the properties which immediately received service in the sewer area. Phase II will be comprised of any lines run off of Phase I lines.

At present the Readington Lebanon Sewer Authority is theoretically over-extended. If all the proposed developments for which service has been allocated are completed, the estimated flow will be more than the plant is capable of handling. Therefore, it is necessary to consider expanding the plant's existing capacity of .8 million gpd to 1.6 million gpd. This will allow the Authority to nearly double the Township's allocation to 1.2 million gpd.

The Township has filed a 208 Wastewater Management Plan for expansion of the Readington Lebanon Sewage Authority Plant. This plan also proposed alternatives to the Readington-Whitehouse Service Area within the Township. The proposed changes are indicated on Plate 17 and are redefined according to the soil profile.



half-mile

 Sewer Franchise Area

Sewer Franchise

Plate 17

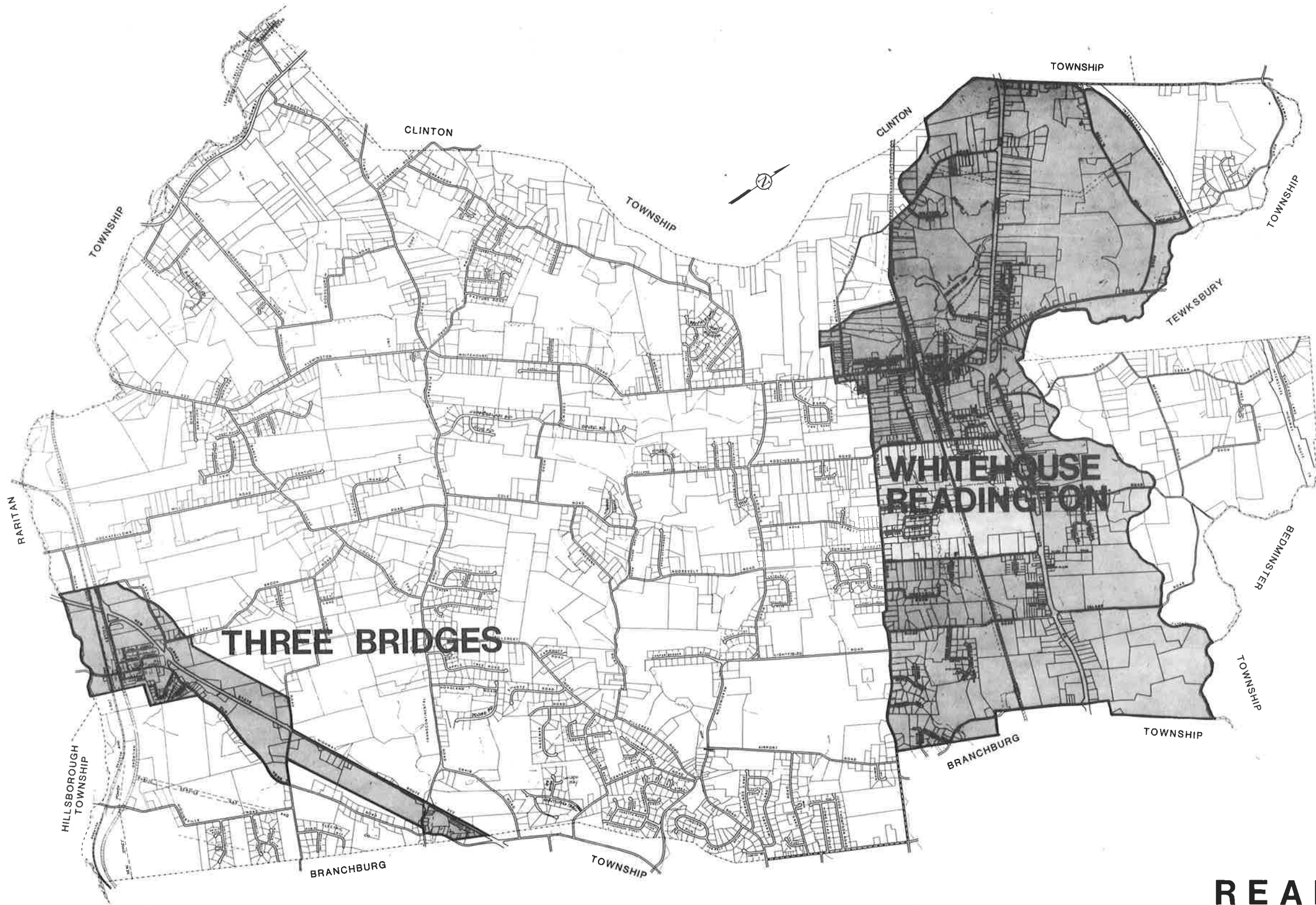
Source: RCBA Township Engineers, Existing and Proposed Developments Sewer Areas 1988.

READINGTON

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Water Franchise

Plate 18

Source RCBA Township Engineers Existing and Proposed Developments Water Franchise Areas 1988

READINGTON TOWNSHIP Hunterdon County N.J.

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The Three Bridges area of Readington has been serviced by the Raritan Township Municipal Utilities Authority since 1983. Elizabethtown Water Company also supplies the water for this vicinity. Their first tap in this area was in 1985 for the Hunter's Crossing Townhomes. The service area is shown on Plate 18.

The Raritan Township Municipal Utilities Authority plant is adjacent to Three Bridges across the South Branch of the Raritan River. The wastewater from this plant receives secondary treatment before it is pumped into the South Branch of the Raritan River.

The Three Bridges area is allocated 150,000 gpd capacity by Raritan Township Municipal Utilities Authority of which over 100,000 gpd are being used. As of August 1987 the plant's overall capacity was 2.7 million gpd. In 1989 the Raritan Township Municipal Utility Authority plans to expand its plant capacity to 3.8 million gpd however, no additional capacity will be allocated to Readington Township.

The Elizabethtown Water Company currently supplies the Township with water on an "as needed basis" from the plant in Bridgewater. It has recently been determined by the Elizabethtown Water Company that an additional holding or pressure tank in the vicinity of Mountain Road will be necessary in order to adequately supply the proposed developments in the north west portion of the Township.

As things stand today, neither the Township, the Readington-Lebanon Sewer Authority, the Elizabethtown Water Company or the Raritan Township Municipal Utilities Authority plan to increase the geographic size of their service areas in Readington. This must be kept in mind in planning for development of unserved areas. The major concern which arises regarding developments using septic and well systems is the adequacy of the development site size. Given the fact that the soils in the Township are generally extremely poor for on-site septic systems, careful consideration in design and placement of these systems must be given to each development on a case by case basis. In addition, an on-going monitoring system should be established by the Township to eliminate the possibility of ground or surface water contamination due to a system failure.

Since no further provisions are being made at this time to service the interior portion of the Township with sewer and water, other alternatives must be explored. As with the case by case review of septic systems, these non-standard waste treatment systems such as lagooning must be reviewed and monitored. Any such system must also comply with the guidelines for non-standard systems which must be outlined in the Township's Water Quality Management Plan and Wastewater Facilities Plan. At the present time the Township is not willing to sign on as Co-Permittee for a sewer system in a

private development unless it complies with the zoning standards for an Agriculture Cluster.

XII. RECYCLING MANAGEMENT PLAN AND RELATIONSHIP TO COUNTY SOLID WASTE

The New Jersey Statewide Mandatory Source Separation and Recycling Act, P.L. 1987, c. 102, adopted in 1987, requires municipal master plans to include a recycling element which incorporates the state recycling goals. This act also requires that municipal development regulations for site plans and subdivisions be amended to include provisions which will ensure conformance with the municipal recycling ordinance.

The Readington Township Recycling Ordinance was drafted in accordance with the Hunterdon County Solid Waste Management Plan. This ordinance reflects the goals and objectives of the county and state plans.

Since August 1987, the Township of Readington has been operating a mandatory recycling program. Prior to this, a voluntary recycling program had been established in the Township.

This element of the Master Plan describes the existing and proposed recycling activities of the Township and recommends the adoption of subdivision and site plan regulations to assure that future development is designed to accommodate the recycling of solid waste.

Township Recycling Program

Readington Township initiated a voluntary recycling program in the early 1980's. A voluntary drop-off depot was provided and recycling storage containers constructed.

The Township adopted an ordinance on March 7, 1988 which established the position of Recycling Coordinator and created a Recycling Committee. The Township requires that all residents separate newspapers, aluminum cans and glass for recycling. The Township's recycling depot, located at Pickel Park, is open Monday through Friday 9:00 a.m. to 2:00 p.m. and on the third Saturday of every month from 9:00 a.m. to 1:00 p.m. Bins are provided for aluminum cans, clear glass, and colored glass. Newspapers are loaded directly onto trucks. Appliances may also be dropped off at the depot. In addition, curbside pick-up is provided to each home every other week. At the current time only newspapers, aluminum cans, clear and colored glass are picked up at curbside. In the future, when a truck with additional compartments is purchased, the variety of items collected at curbside will be expanded.

A private contractor has been hired to handle curbside pickup at individual homes. Raritan Valley Disposal Company currently has this contract. They drop off the recyclables from their routes at the municipal recycling depot. Materials are stored here until sufficient quantities are collected and then taken by another contractor to be sold and recycled.

In preparing materials for recycling, newspaper bundles must be tied or placed in paper bags and tied. The only type of cans and aluminum accepted for recycling at this time are 100% aluminum beverage cans. All other aluminum (foil, pie tins etc...) are not currently accepted for recycling in Readington Township. Dishes, windows, drinking glasses and pesticide bottles should not be set aside for recycling.

Recommendations for Recycling Provisions for Subdivision and Site Plan Regulations

In order to assure that future development is designed to accommodate the recycling of solid waste, the site plan and subdivision regulations of the Township should be amended to require the following:

1. Each application for single family, condominiums, townhouses, and apartments must include provisions for the collection, disposition, and recycling of recyclable materials. All proposed residential units should provide at least twelve square feet of floor area conveniently arranged and located as a holding area for a four week accumulation of materials, except in the case of multi-family developments where curbside pick up is not provided by the Township. In these units, sufficient storage space shall be provided for four weeks accumulation of recyclable materials. This storage may be provided either within each unit or both within each unit and within a communal collection point(s) on site. If utilized, recycling storage areas shall be in convenient locations, accessible to all residents, preferably located near proposed trash dumpsters.
2. Each application for non-residential use which utilizes 1,000 square feet of land or more shall include provisions for the collection and disposition of recyclable materials. Each application shall quantify the amount of recyclable material it will generate as part of its weekly operation. The applicant shall provide a storage area sized to contain at least two weeks of recyclable materials. The storage shall be designated for truck access for pickup of materials and suitably screened from view if located outside of the building. Applicants who will be marketing recyclables independent of Township and County recycling programs shall make available to the Township Recycling Coordinator, annual weight receipts of recycling commodities.

XIII. STATEMENT OF RELATIONSHIP WITH ZONING OF CONTIGUOUS MUNICIPALITIES, THE COUNTY GROWTH MANAGEMENT PLAN AND THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

Compatibility with Zoning in Adjoining Municipalities

The zoning of all the neighboring municipalities has been reviewed in conjunction with the Readington Township Master Plan and found to be substantially consistent. Plate I indicates the current zoning of these six municipalities in relation to Readington.

Readington Township is physically adjacent to the Townships of Bedminster, Branchburg, Raritan, Hillsborough, Clinton, and Tewksbury. The South Branch of the Raritan River separates Readington from Raritan and Hillsborough Townships, and the Lamington River separates Readington from Bedminster Township. The Rockaway Creek makes up approximately one half of the municipal boundary between Readington and Tewksbury Township. These rivers, along with associated flood plains, wetlands and steep slopes, act as natural buffers between the municipalities and mitigate potential conflicts in land use or zoning among these municipalities.

The Land Use Plan for Readington Township and the zoning for all six surrounding municipalities provide for low density residential development along the majority of the common boundary. Areas on the Route 22 corridor in Clinton Township and Branchburg are compatibly zoned with the Readington Land Use Plan by providing for research, office and light manufacturing uses which are compatible to Readington's retail, commercial and industrial zoning.

The adjacent zoning in Raritan Township varies along the Readington border and includes low density residential, public/institutional, professional office and industrial zoning. The Land Use Plan for Readington indicates RR zoning along this common boundary. As stated earlier, the South Branch of the Raritan River, with associated flood plains and wetlands along with the Lehigh Valley Railroad corridor provide a substantial buffer between the less compatible zones along this municipal boundary.

A small area along the Branchburg border, near County Line Road, is indicated for rural-residential development in Readington and is adjacent to a mobile home zone in Branchburg. The adjoining lot in Readington is currently under farmland assessment. Should it be proposed for single family development a landscaped buffer can effectively mitigate between the different types of residential uses.

In Clinton Township, along the Route 31 corridor, a small area adjacent to Readington is zoned for office use. The Readington Master Plan designates the adjoining lots in the township for residential use because it is low and

contains flood plains, and wetlands. The affected adjoining lots in both municipalities are currently vacant.

Along the Tewksbury and Readington border there are two small areas of inconsistencies. Tewksbury has zoned an area for three acre residential lots adjacent to an established ROM-1 area in Readington, on the east side of Route 523, across from Merck and Overlook Farms. This area contains flood plains and will not be developed except for roadway improvements. It will serve as a permanent buffer between the two zones. Conversely, Tewksbury also is zoned for office research adjacent to a rural residential area designated in the Readington Land Use Plan. The Rockaway Creek, with associated flood plains, wetlands and steep slopes, provides a natural buffer between these small areas of lesser compatible land uses.

Compatibility with the Hunterdon County Growth Management Plan - 1986

The Readington Township Master Plan has been reviewed in conjunction with the Hunterdon County Growth Management Plan. No major inconsistencies between the two plans were found. The Future Land Use Map in the county plan, conceptually indicates two small towns in Readington Township in the areas of Three Bridges and Whitehouse/Whitehouse Station. Public sewer and water are available in these areas and future development and infill consistent with the character of these towns is encouraged.

The northern third of the Township, along the Route 78 and Route 22 corridors and in the southeast, along the Route 202 corridor are shown as Primary Management Areas in the county plan. Primary Management Areas are those areas that are likely to have the greatest pressures for development in the coming decade.

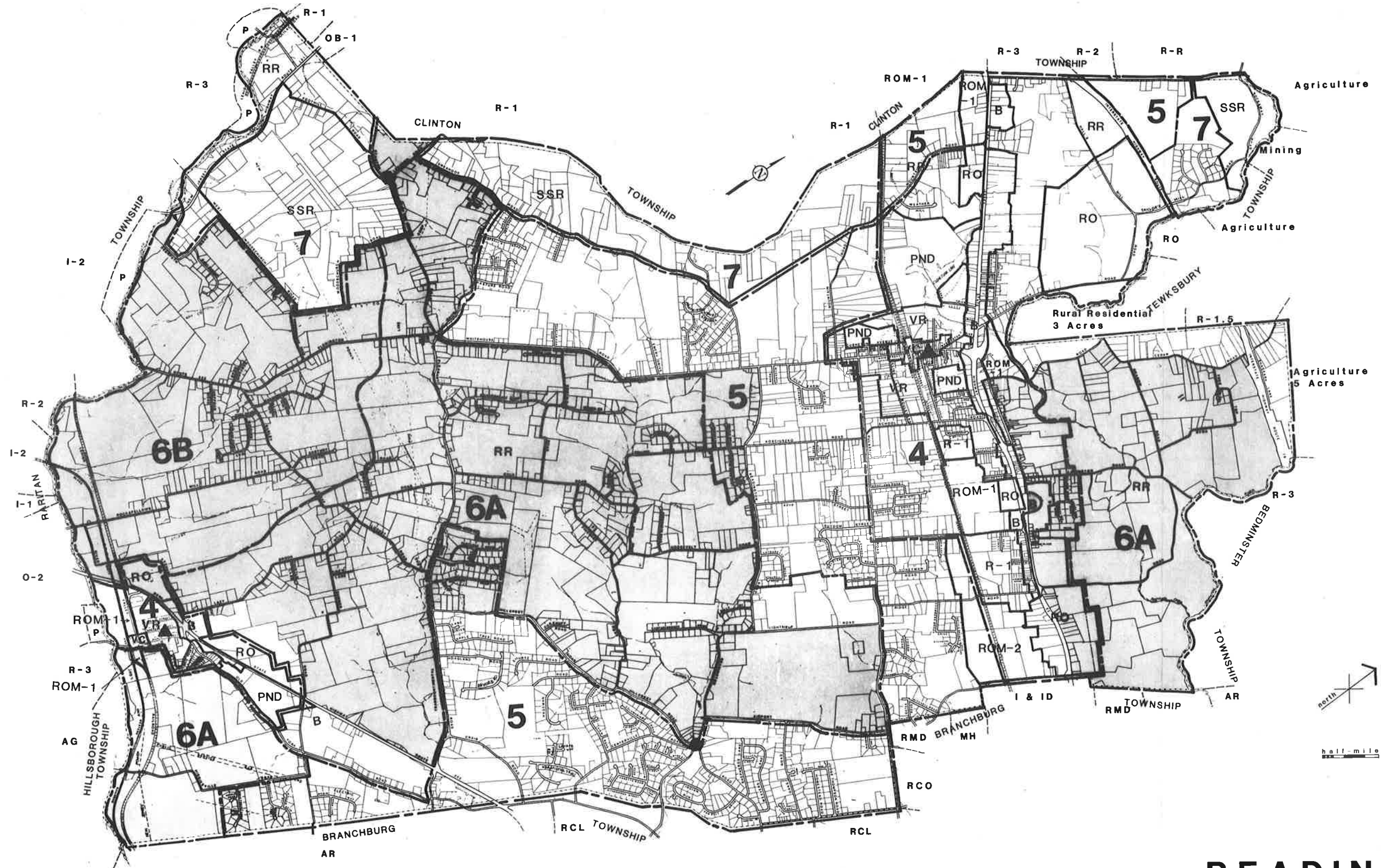
Thus far, these development pressures have been particularly evident in the northern Primary Management Area but much more so than in the southern Primary Management Area. Recent large scale commercial project applications approved by the Planning Board include the Hall's Mill Farm (660,000 sf), Overlook Farm (456,000 sf), Ryland Inn (300,000 sf) and Merck Corporate Headquarters (900,000 sf first phase) and major residential developments include Cushetunk Commons (160 units) and Van Horne's Mill at Cushetunk Lake (450 units); these projects are all in the I-78/Route 22 corridor. By contrast, the Route 202 corridor is experiencing no such intense pressure to develop.

The remaining areas of the Township are indicated as Rural Conservation Areas. The County Agriculture Development Areas are located within these conservation areas. Readington has planned for large lot residential development with cluster provisions in these areas which is consistent with the county plan.

Comparison with State Development and Redevelopment Plan

The Preliminary State Development and Redevelopment Plan (SDRP) was released in January 1989. Readington Township's appointed representatives and the Hunterdon County Planning Board staff have been working closely together on cross-acceptance of the State Plan. Plate 19 indicates the tier designations agreed to by the Township and County Planning Board Staff. These proposed tier designations will be presented to the Hunterdon County Planning Board for their review for inclusion in the Hunterdon County Cross Acceptance Report.

Through the cross-acceptance process, Readington Township and the Hunterdon County Planning Board staff have noted that the Township and County policies are similar and in keeping with the SDRP. The Hunterdon County Agricultural Development Area (ADA) coincides very closely with Tier 6 and the township sewer area is in correlation with Tier 4 of the SDRP. The environmentally sensitive areas of the township are located within Tiers 6B and 7. Large areas of steep slopes located in the western section of Readington Township are designated as Tier 7. The primary watershed area in the southern portion of the township, feeding into the South Branch of the Raritan River, is designated as Tier 6B since a large portion of the area is currently farmed and located within the ADA.



SDRP Cross-Acceptance Tier Designations

Plate 19

- 4 SUBURBANIZING AREAS
- 5 EXURBAN RESERVE AREAS
- 6A AGRICULTURAL AREAS
- 6B AGRICULTURAL AREAS
- 7 ENVIRONMENTALLY SENSITIVE AREAS

-  COUNTY ADA
-  VILLAGES
-  HAMLETS

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