

**Center Types**

- Regional Center
- Town
- Village
- Urban Center

**Center Type**

- Urban Center
- Regional Center
- Town
- Village

- Core Housing Areas (>10 DU/Acre)
- DVRPC Employment Centers (+500 employees & >0.5 Jobs/Acre)
- Employer Site (>500 Employees)

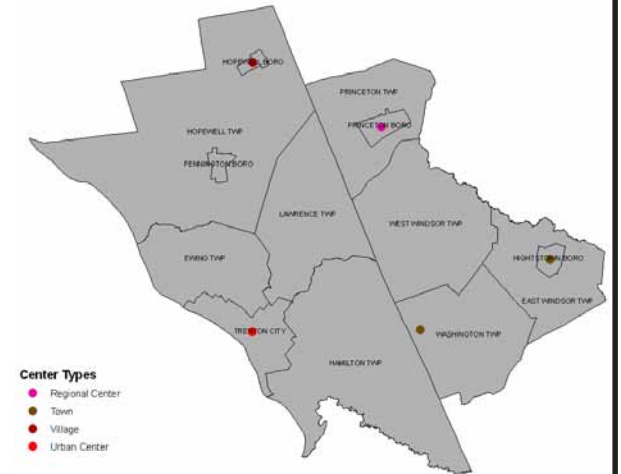
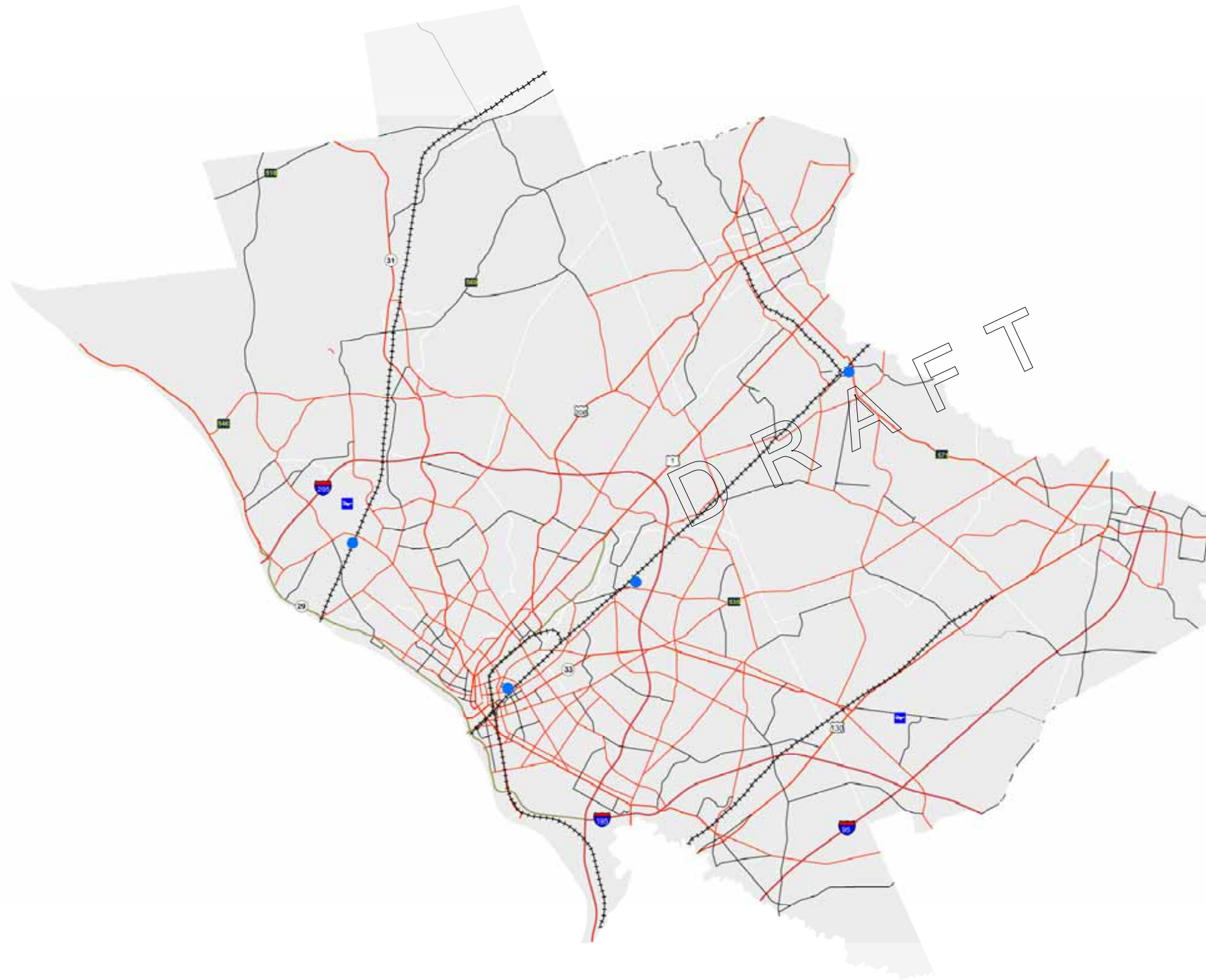
Map Summary

This map illustrates the existing concentration or density of employment centers (+500 employees and greater than 0.5 jobs per acre), employer sites with greater than 500 employees, and existing housing density (dwelling units/acre) in Mercer County.

Data Source(s): 2000 Census and Delaware Valley Regional Planning Commission (TAZ/CTPP data).

Map prepared by The Regional Planning Partnership with the Mercer County Planning Division. Winter/Spring 2007.

**Map 1. Mercer County. Economy**



- Center Types**
- Regional Center
  - Town
  - Village
  - Urban Center

- Existing Stations Possible  
Transit Oriented Developments/  
Opportunities
- ✈ Airports

- Road Network**
- Rural Interstate
  - Urban Interstate
  - Urban Freeway/Expressway
  - Rural Principal Arterial
  - Urban Principal Arterial
  - Urban Minor Arterial
  - Rural Major Collector
  - Urban Collector
  - Rural Minor Collector
  - Active Railroad
  - Inactive Railroad

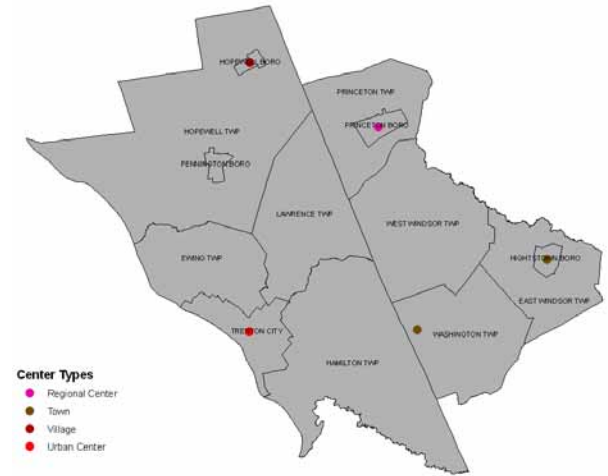
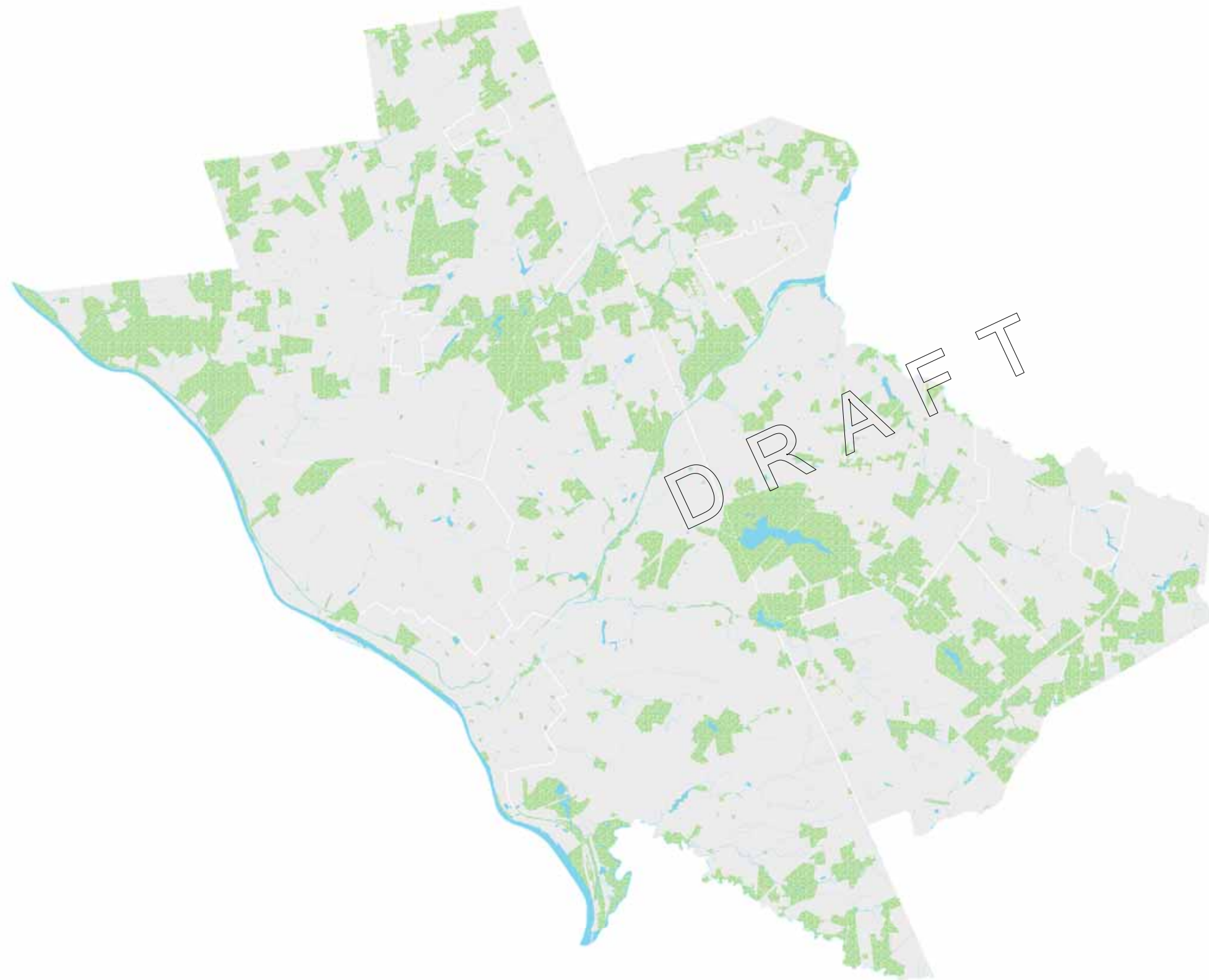
**Map Summary**

This map shows the location of existing transportation infrastructure in the county including the county road network, active and inactive rail lines, rail stations, and airports.

Data Source(s): 2005 NJDOT Centerlines, Mercer County Centerlines by Civil Solutions, NJDOT 2006 Straight Line Diagrams.

Map prepared by The Regional Planning Partnership with the Mercer County Planning Division. Winter/ Spring 2007.

**Map 2. Mercer County. Transportation**



**Center Types**

- Regional Center
- Town
- Village
- Urban Center

### Environment

- Preserved Land (Public & Private)
- Water Bodies & Streams

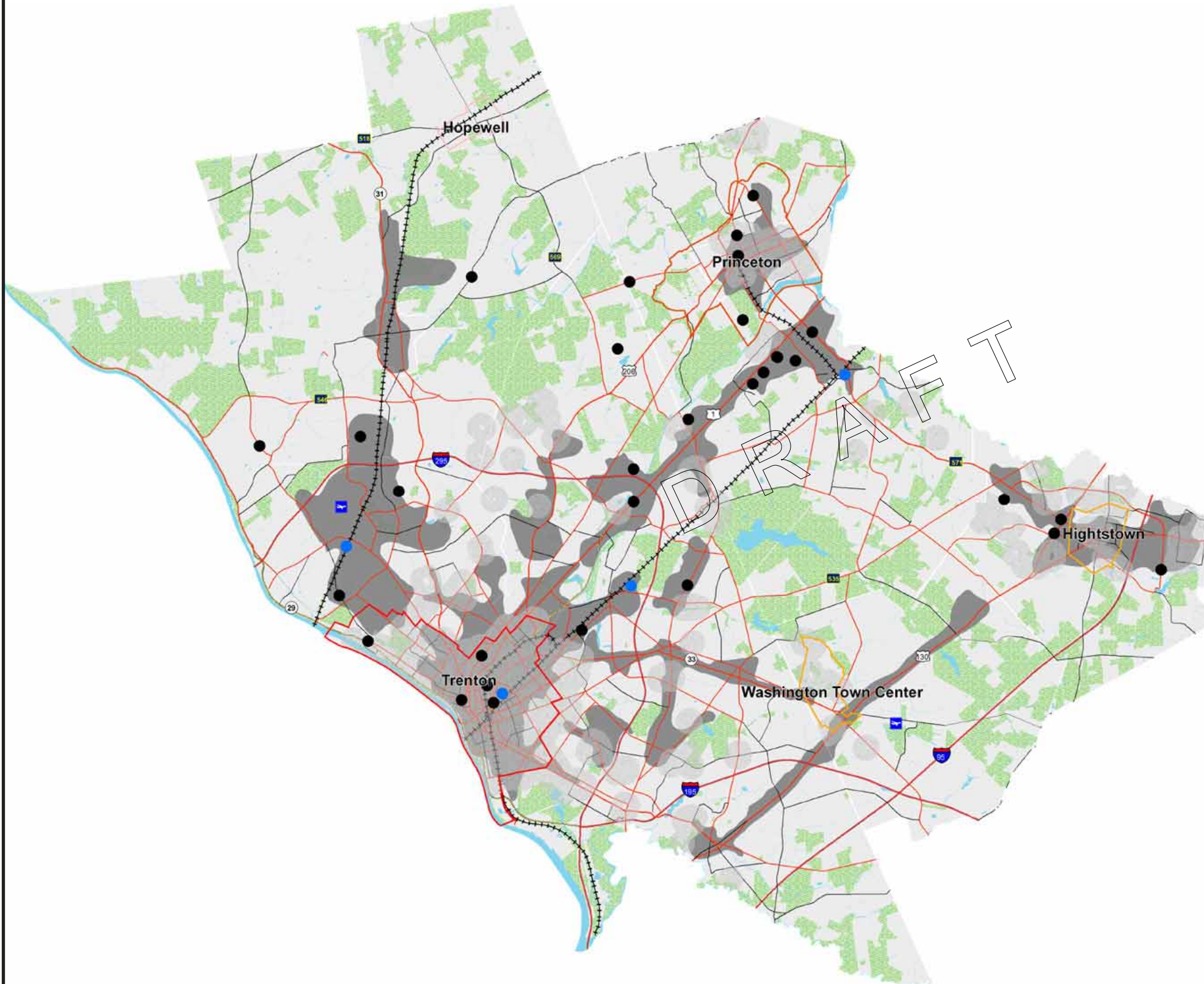
#### Map Summary

This map shows existing streams, water bodies, and preserved (public and private) open space, including preserved farmland, in Mercer County.

Data Source(s): NJDEP streams, NJDEP lakes, 2006 Mercer County open space data (based on Mercer County digital parcel data)

Map prepared by The Regional Planning Partnership with the Mercer County Planning Division. Winter/ Spring 2007.

**Map 3. Mercer County. Environment**



**Economy**

**Center Type**

- Urban Center
- Regional Center
- Town
- Village

- Core Housing Areas (>10 DU/Acre)
- DVRPC Employment Centers (>500 employees & >0.5 Jobs/Acre)
- Employer Site (>500 Employees)

**Transportation**

- Existing Stations Possible
- Transit Oriented Developments/ Opportunities
- Airports

**Road Network**

- Rural Interstate
- Urban Interstate
- Urban Freeway/Expressway
- Rural Principal Arterial
- Urban Principal Arterial
- Urban Minor Arterial
- Rural Major Collector
- Urban Collector
- Rural Minor Collector
- Active Railroad
- Inactive Railroad

**Environment**

- Preserved Land (Public & Private)
- Water Bodies & Streams

**Map Summary**

This map shows the interrelationship of the three systems—Economy, Transportation, Environment—existing today in the County. The map illustrates a strong connection between employment and housing. Economic growth has historically evolved along the three primary transportation routes—Route 31, Route 1, and Route 130—and along the existing rail lines from the Trenton urban center. Notice the large contiguous areas of environmental resources between the primary transportation routes and the location of preserved land along stream corridors.

Data Source(s): 2000 Census and Delaware Valley Regional Planning Commission (TAZ/CTPP data), 2005 NJDOT Centerlines, Mercer County Centerlines by Civil Solutions, NJDOT 2006 Straight Line Diagrams, NJDEP streams, NJDEP lakes, 2006 Mercer County open space data (based on Mercer County digital parcel data).

Map prepared by The Regional Planning Partnership with the Mercer County Planning Division. Winter/Spring 2007.

**Map 4. Three Systems Map for the Regional Action Plan**



Economy	Transportation
<b>State Plan Designated Center Type</b>	<b>Transportation</b>
Urban Center	Airports
Regional Center	Transit Oriented Developments/Opportunities
Town	0- to 1/4-mile
Village	1/4-mile to 1/2-mile
Existing Core Housing Areas (>10 DU/Acre)	1/2-mile to 3/4-mile
Stakeholder Identified Housing Areas (>10 DU/Acre)	3/4-mile to 1-mile
Stakeholder Identified Housing	BRT Service Area
Existing Employer Site (>500 Employees)	Transportation Development District
Existing DVRPC Employment Centers (+500 employees & >0.5 Jobs/Acre)	Buffer of Primary Corridors
Stakeholder Identified Employment Centers (+500 employees & >0.5 Jobs/Acre)	Primary Corridor of Focus
Stakeholder Identified Employment Centers	Super Primary Corridor
Potential Development Centers	Secondary Corridor
<b>Stakeholder Identified Centers</b>	Collector Road
Existing / Minimal Change	Active Railroad
Increase Density or Mixed Land Use	Inactive Railroad
Opportunity Needs To Be Defined	Missing Roads
	Stakeholder Identified Transit Need
	<b>Environment</b>
	Water Bodies & Streams
	Preserved Land (Public & Private)
	Deed Restricted Farmland
	Generalized Areas for Long Term Open Space
	Proposed Open Space
	Sourland Planning Area
	Stakeholder Identified Open Space
	Stakeholder Identified Greenlinks

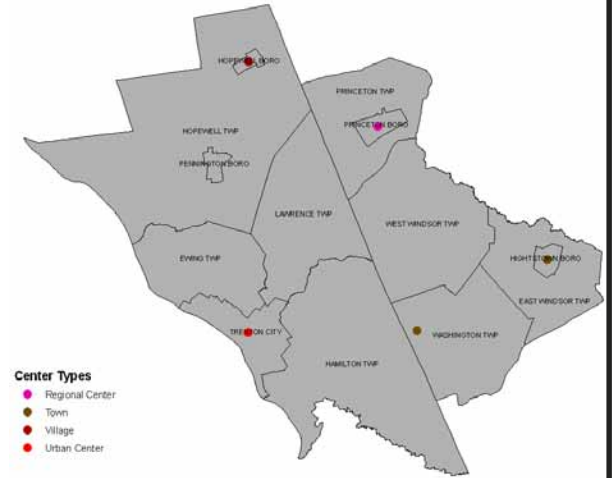
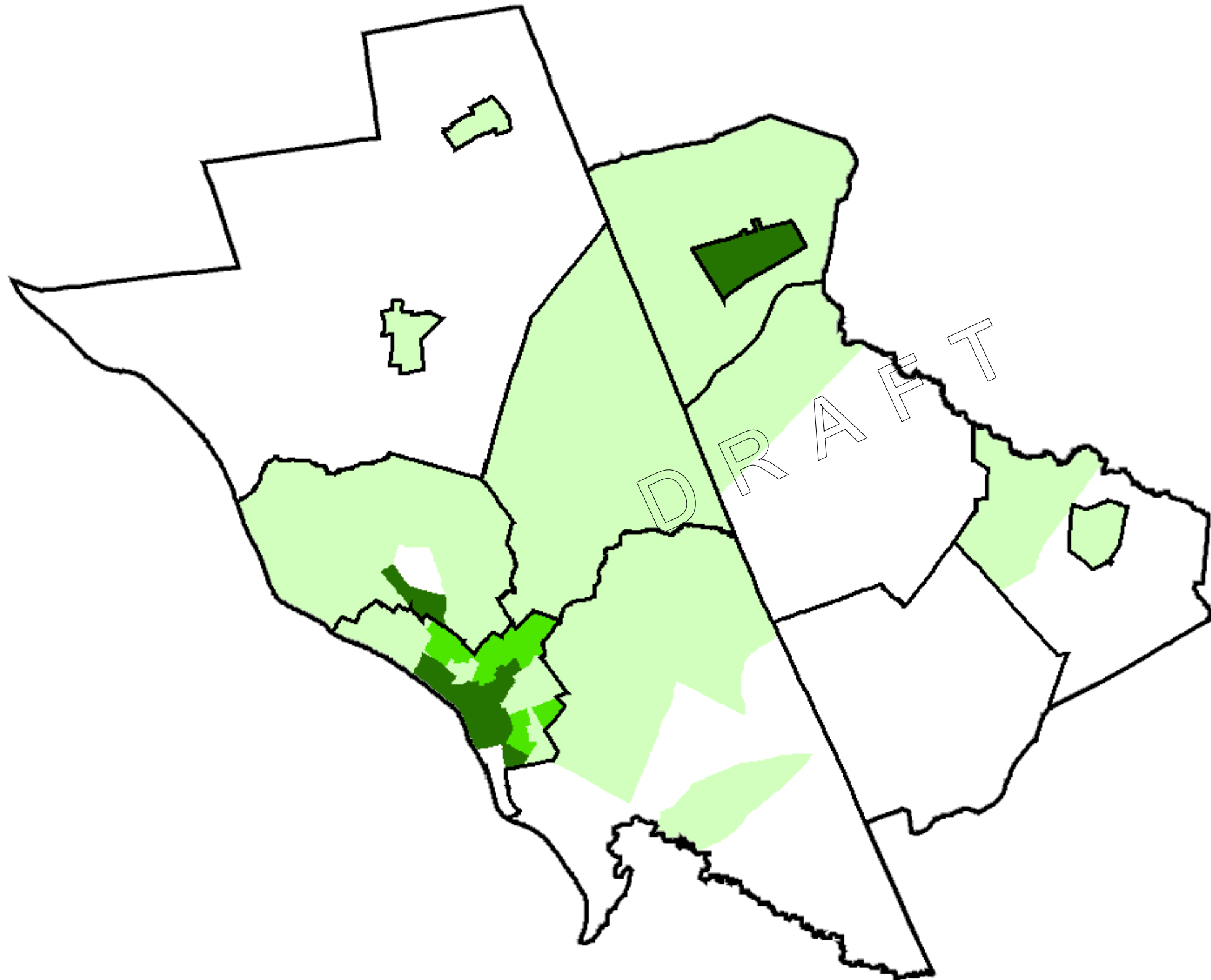
**Map Summary**

This map illustrates the outcome of the three stakeholder meetings during the Regional Action Plan planning process. Improvements to existing and identification of new transportation and greenway connections were suggested. The exercise began with the identification of new growth areas and an assessment of possible connections.

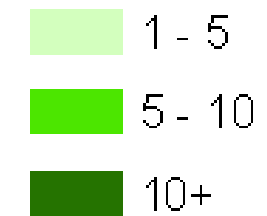
Data Source(s): 2000 Census and Delaware Valley Regional Planning Commission (TAZ/CTPP data), 2005 NJDOT Centerlines, Mercer County Centerlines by Civil Solutions, NJDOT 2006 Straight Line Diagrams, NJDEP streams, NJDEP lakes, 2006 Mercer County open space data (based on Mercer County digital parcel data).

Map prepared by The Regional Planning Partnership with the Mercer County Planning Division. Winter/Spring 2007.

**Map 5. Draft Concept Plan. Synthesis of Stakeholder Meeting #3**



### Jobs Per Acre (2000)



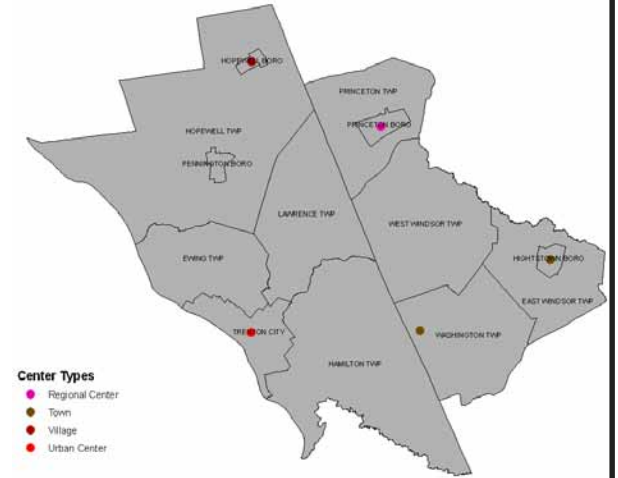
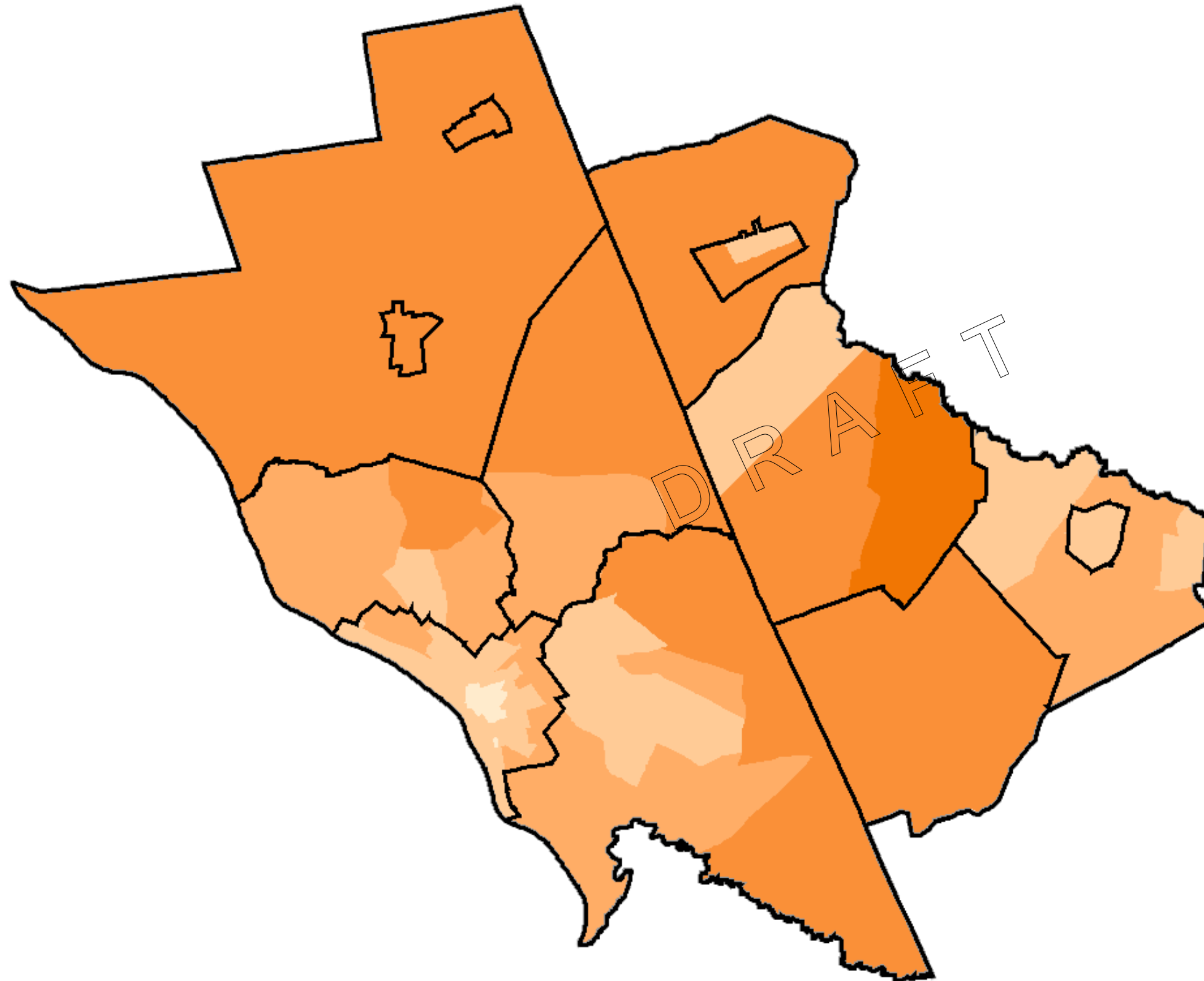
#### Map Summary

This map shows employment density throughout the County. The density is based on 2000 Census data. The areas of the map with no color contain an employment density of less than 1 job per acre. More information about this map and the data displayed can be found in the Appendix. Economy Background Document, page 3.

Data Source(s): 2000 Census

Map prepared by The Regional Planning Partnership. April 2004.

**Map 6. Employment Density**



**Housing Index**

- 1.0 - 2.0
- 2.1 - 4.0
- 4.1 - 5.0
- 5.1 - 8.0
- 8.1 - 10.0

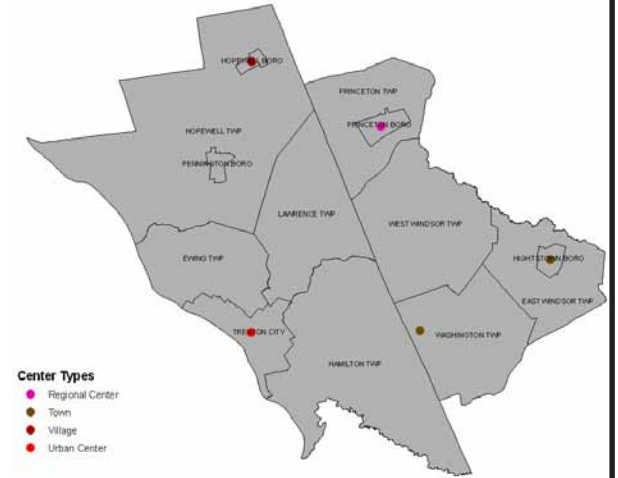
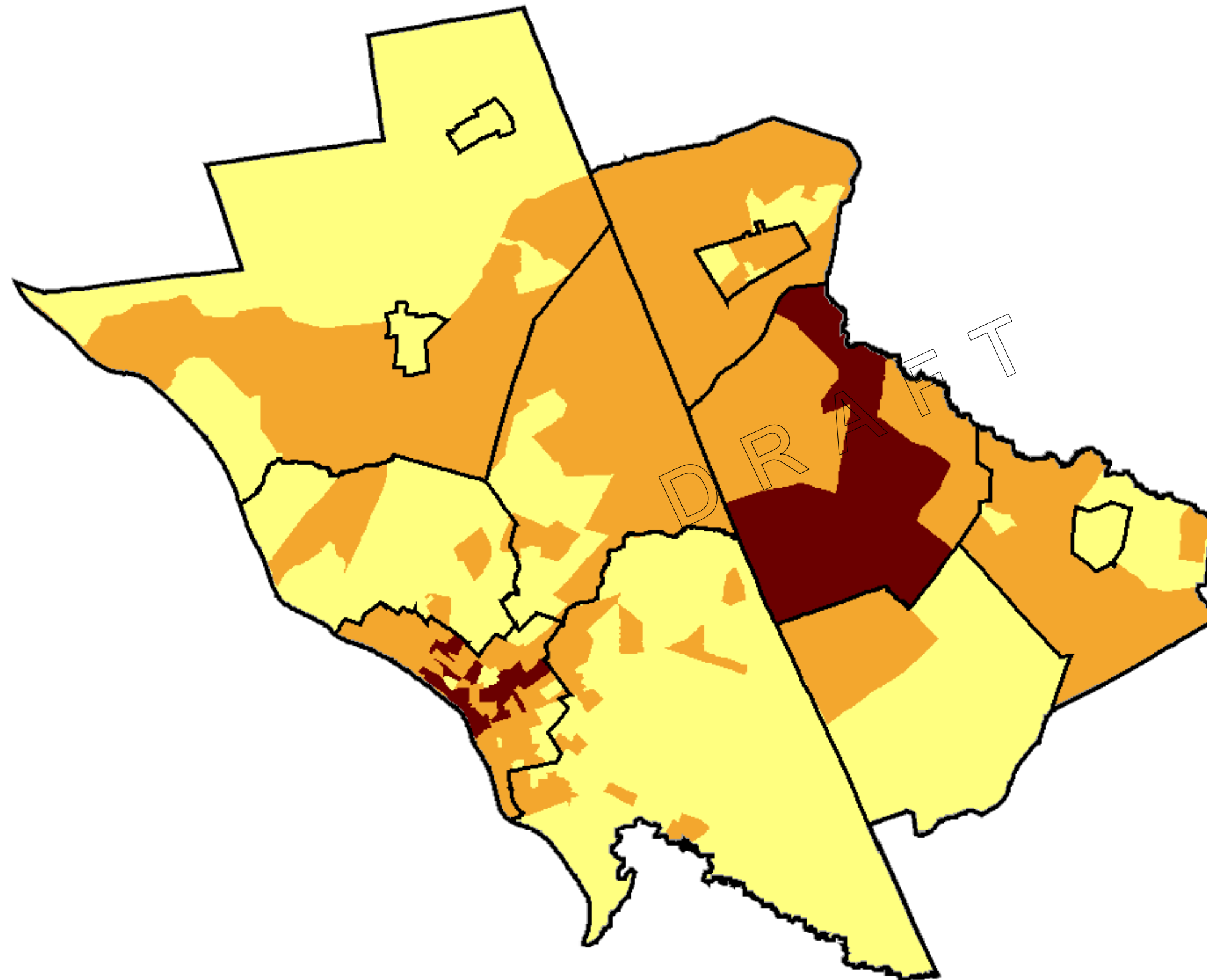
Map Summary

This map illustrates the diversity of Mercer County's housing under different future development scenarios. This measure incorporates two indicators: housing type and costs. The index ranges from 1 to 10. A score of "1" indicates a high proportion of multi-family housing and an average housing cost that is at or below the average cost for the county. A score of "10" indicates a high proportion of single-family housing and an average housing cost that is significantly above the average cost for the county. The higher scores indicate areas with fewer affordable housing units. These are the areas in greatest need of more housing supply diversity. More information about this map and the data displayed can be found in the Appendix. Economy Background Document , page 10.

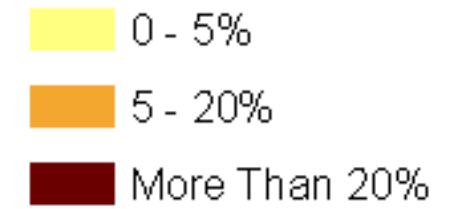
Data Source(s): Regional Planning Partnership, 2000 Census, Delaware Valley Regional Planning Commission.

Map prepared by The Regional Planning Partnership. April 2004.

**Map 7. Housing Index**



### Percentage of Commuters That Use Public Transit



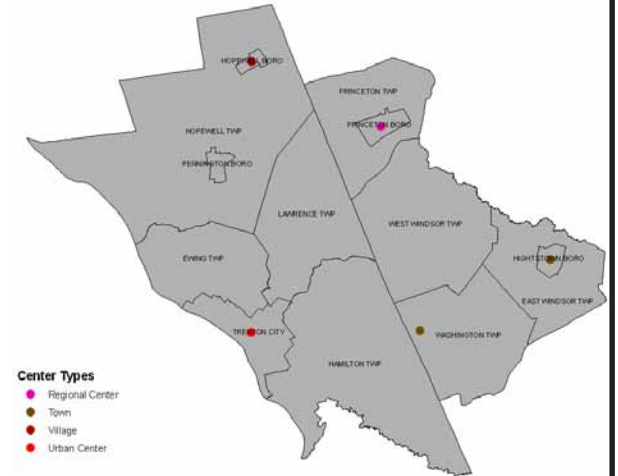
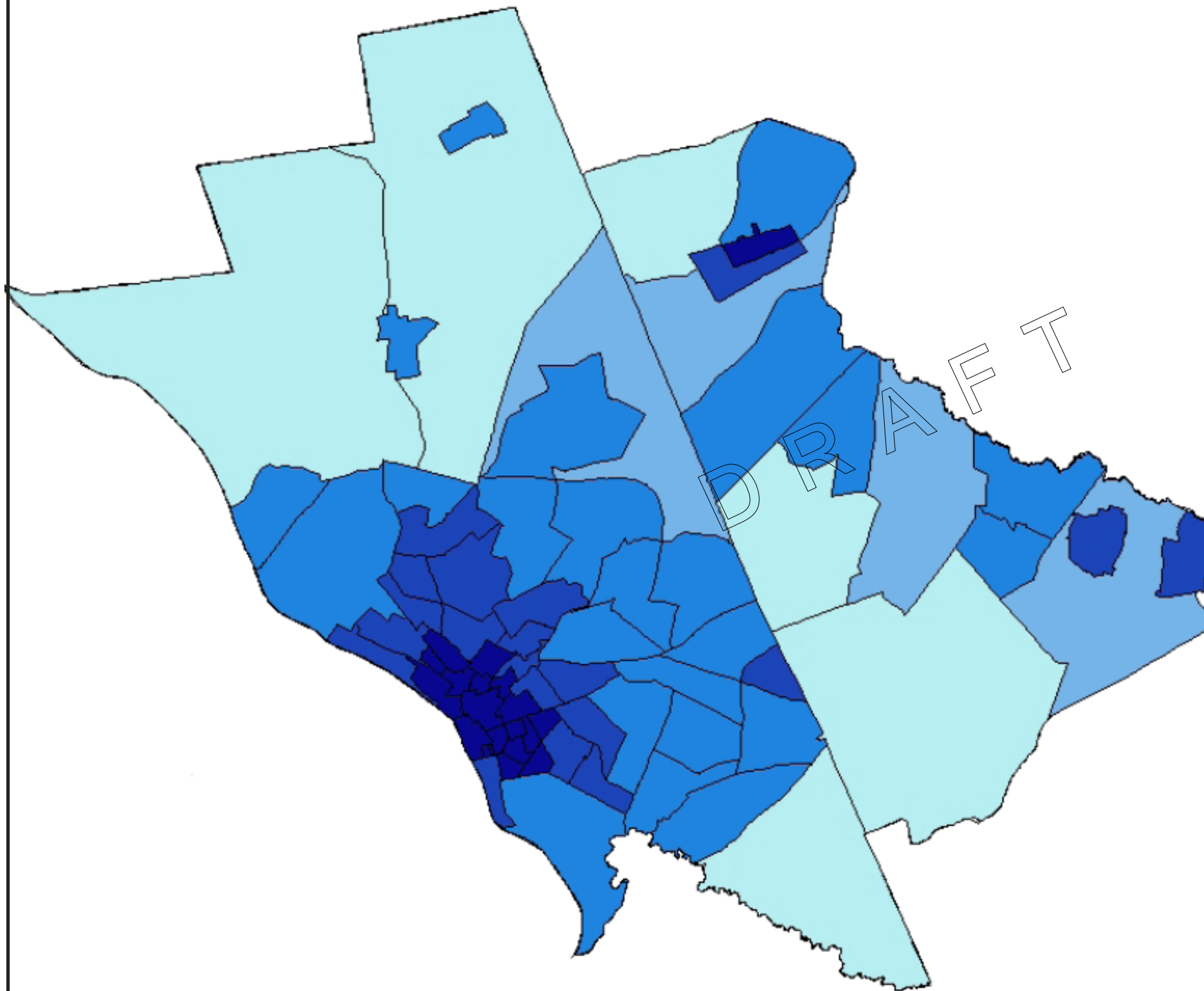
#### Map Summary

This map shows where public transit is a popular transportation choice; primarily in Trenton and West Windsor. West Windsor Township has the largest percentage of public transit commuting of any Mercer County municipality. About 22 percent of the town's working residents use transit to get to work, probably through the Princeton Junction train station which links workers to Trenton, Philadelphia and New York City. More information about this map and the data displayed can be found in the Appendix. Economy Background Document, page 6.

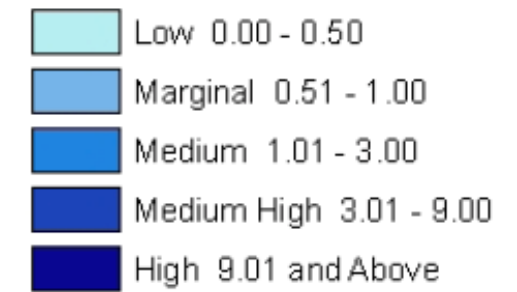
Data Source(s): 2000 Census

Map prepared by The Regional Planning Partnership. April 2004.

**Map 8. Public Transit Commuters**



### Transit Score Levels



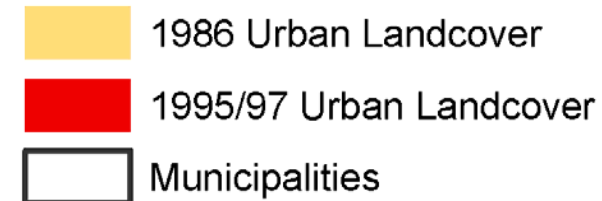
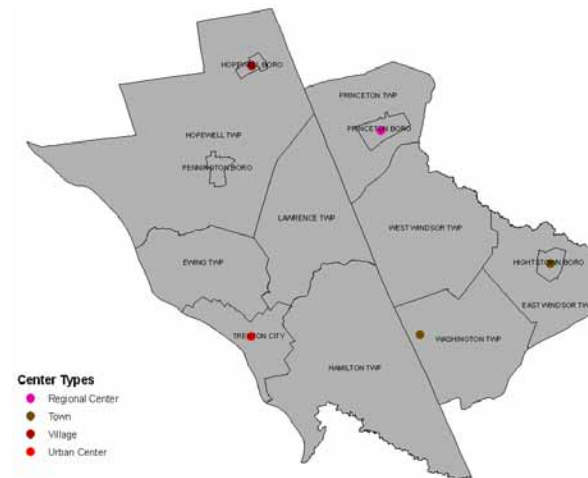
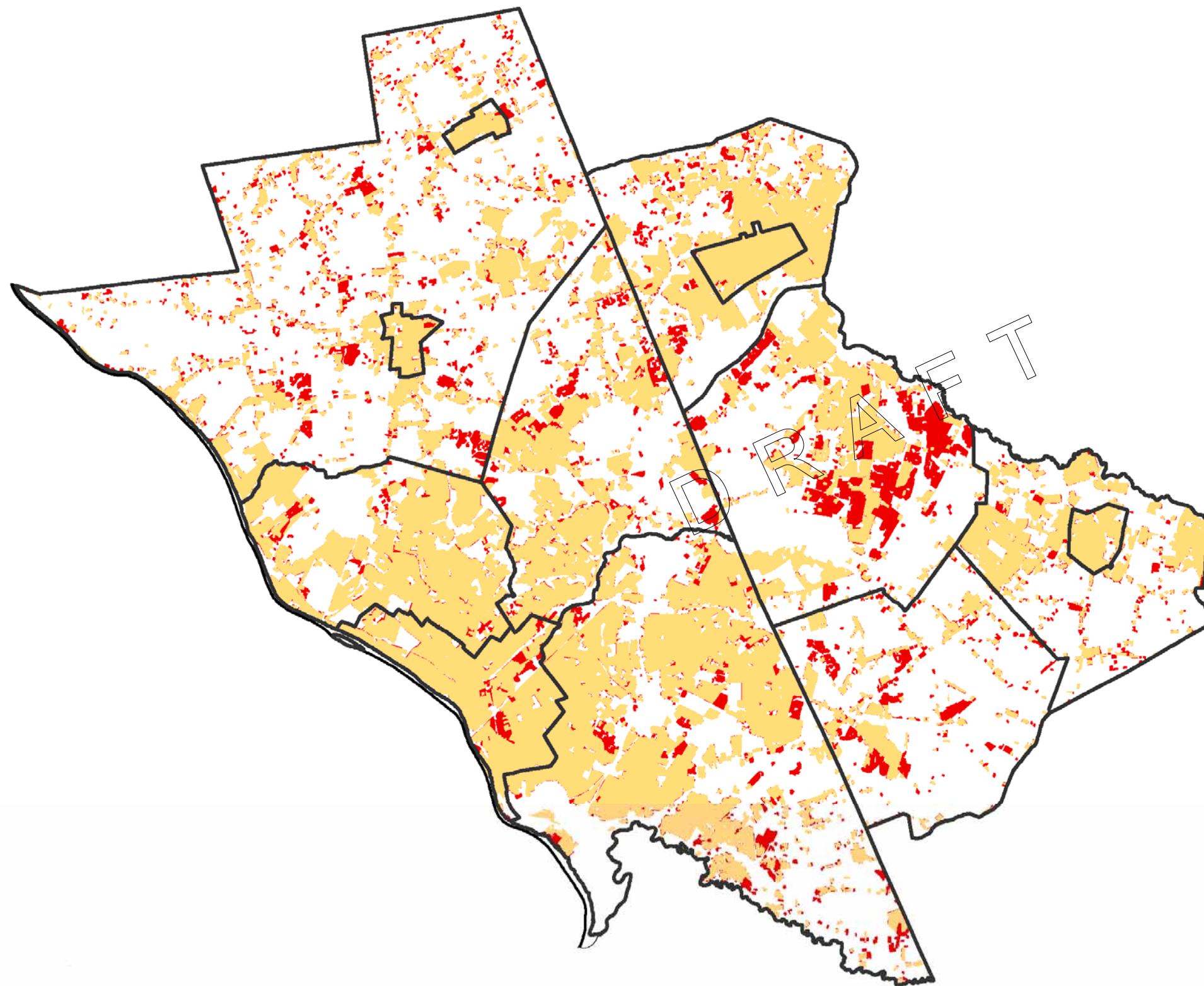
#### Map Summary

The transit score index is based upon factors of development density and is used to determine development conditions that can support new or enhanced public transit service. This map illustrates where the greatest potential for public transportation infrastructure exists under current conditions in Mercer County. A high transit score indicates that infrastructure and other factors favorable for public transit exist and a lower transit score indicates factors that support public transportation infrastructure are missing. More information about this map and the data displayed can be found in the Appendix. Transportation Background Document , page 13.

Data Source(s): Regional Planning Partnership, New Jersey Transit, 2000 Census

Map prepared by The Regional Planning Partnership. July 2004.

Map 9. Transit Score



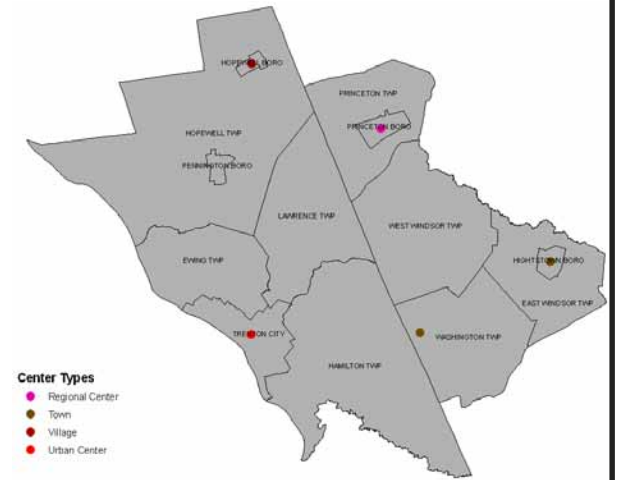
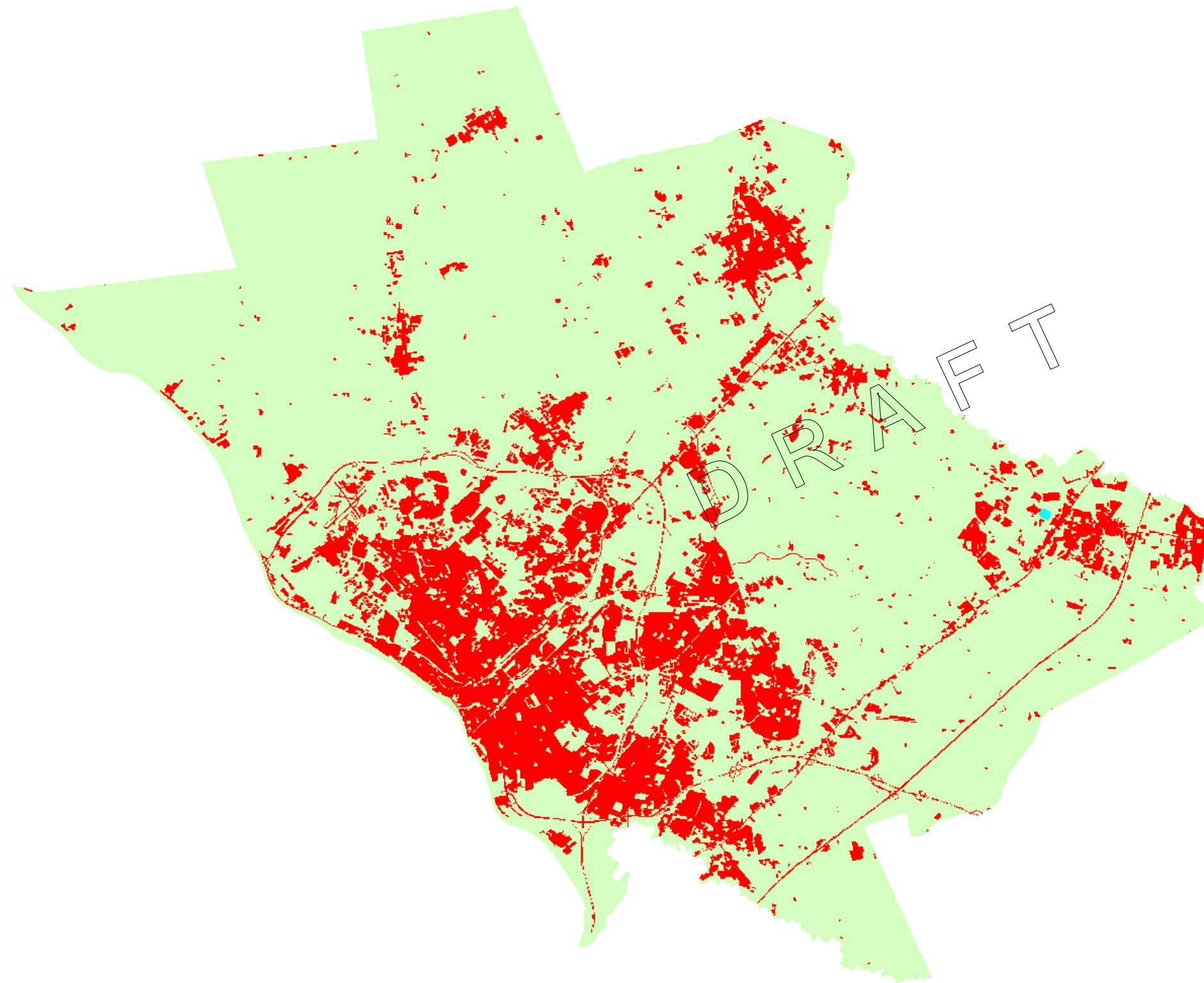
Map Summary

This map illustrates the change in urban land cover over a period of approximately 10 years (1986 to 1996). Urban land is land that cannot be classified as undeveloped and land that is not classified as agricultural land, barren land, forest, water, or wetlands. More information about this map and the data displayed can be found in the Appendix. Environment Background Document , page 9.

Data Source(s): Regional Planning Partnership, NJDEP Land Use/Land Cover

Map prepared by The Regional Planning Partnership. December 2004.

**Map 10. Change in Developed Land**



**Percent of Impervious Surface Cover**

- 0% to 25%  
Areas to Limit Development
- 26% to 100%  
Areas to Concentrate Development

Map Summary

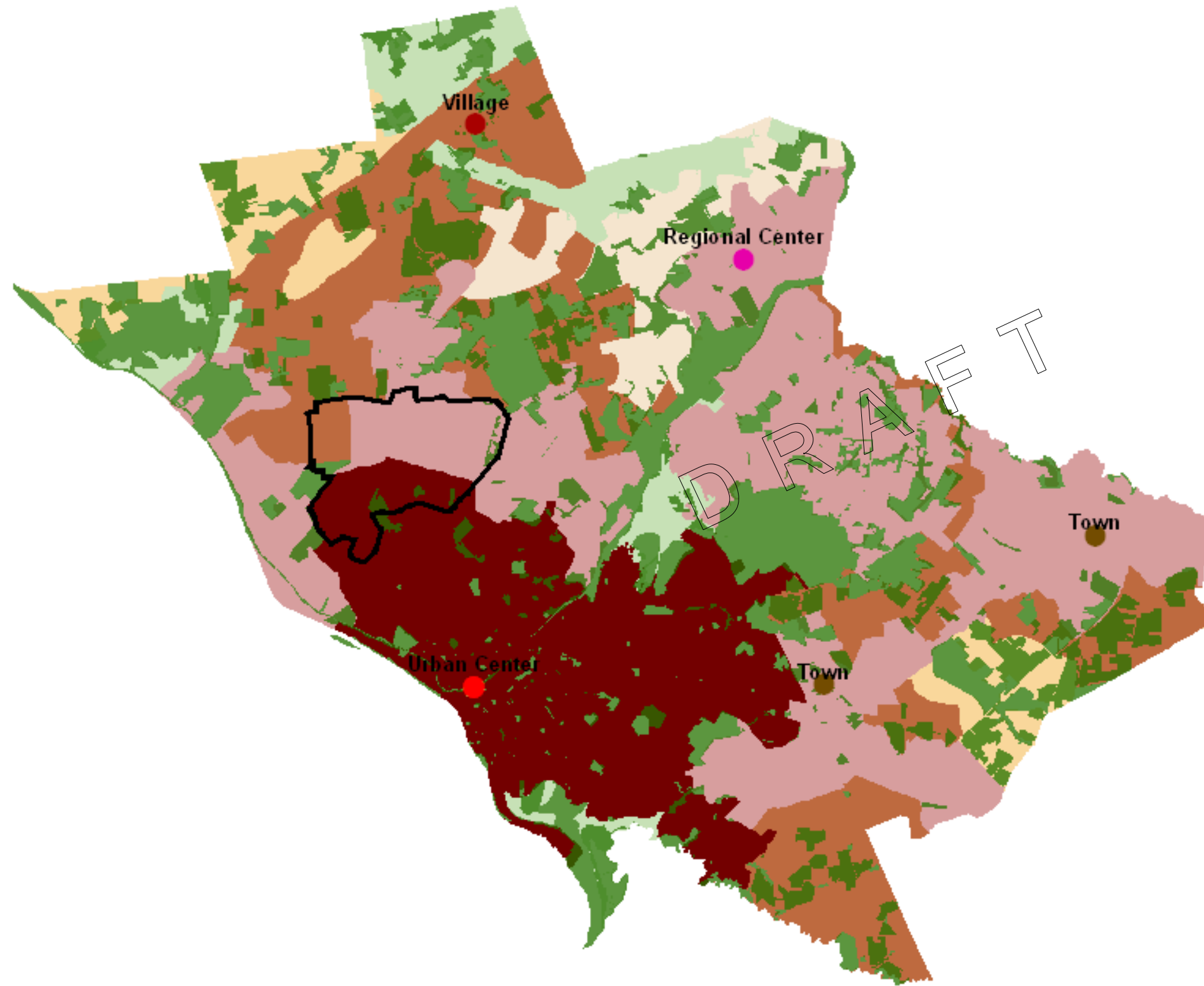
This map shows the amount of impervious cover throughout the county and is based on watershed boundaries. According to the Center for Watershed Protection, watersheds with impervious surface over 25 percent are preferable locations for development.

More information about impervious cover can be found in the Appendix. Environment Background Document, Sections 7.1 and 7.2.

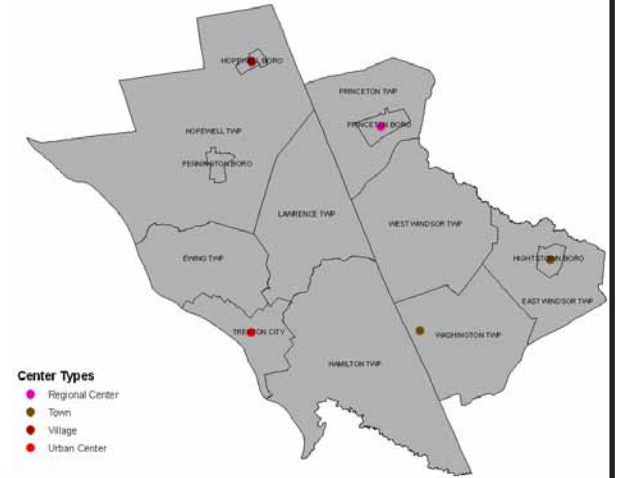
Data Source(s): Regional Planning Partnership, NJDEP Land Use/Land Cover

Map prepared by The Regional Planning Partnership. October 2006.

**Map 11. Percent Impervious Cover**



DRAFT



- Metropolitan (PA1) - Growth Area
- Suburban (PA2) - Growth Area
- Fringe (PA3) - Controlled Growth Area
- Rural (PA4) - Limited Growth Area
- Rural/Env. Sensitive (PA4b) - Limited Growth Area
- Environmental Sensitive (5) - No Growth Area
- Open Space
- Transportation Development District

**Map Summary**  
 This map shows the 2001 State Plan planning areas within the County and the location of designated centers. The County allows for a variety of development intensity ranging from growth to no growth. The Transportation Development District (TDD) is established as part of the County's TDD Plan and Ordinance. The TDD boundary was last updated in 2001. It requires new development within the District to contribute to roadway improvements within the District.

More information about this map can be found in the Mercer County Cross Acceptance Comparison Phase Report, December 2004.

Data Source(s): Mercer County Planning Division.  
 Map prepared by Mercer County Planning Division.

**Map 12. Mercer Planning Areas. 2001 State Development and Redevelopment Plan**