

MASTER PLAN OF THE  
BOROUGH OF FLEMINGTON

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HUNTERDON COUNTY, NEW JERSEY



Adopted June 7, 2010

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*Prepared By:*

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### 2008 HOUSING ELEMENT AND FAIR SHARE PLAN

## Goals & Objectives

- Protect and enhance the integrity of the existing residential districts within the Borough.
- Preserve, protect and enhance the integrity of Flemington's historic district and the historic resources within.
- Employ strategies to encourage community and economic development within the Borough.
- Integrate the residential and commercial segments of Flemington Borough to benefit the entire community.
- Strengthen and enhance the commercial sector of the Borough, with an emphasis on attracting specialty retail and restaurants, and encouraging the redevelopment of underutilized properties particularly those within the Downtown Business District.
- Encourage a redevelopment solution for the Union Hotel property that protects and enhances the site as a significant historic resource and at the same time ensures the site's long-term financial viability.



- Encourage sustainable practices including the use of green building techniques as well as the use of alternative technologies including those that produce clean energy or otherwise have a comparative reduced impact upon the environment.

- Continue to work with NJ Transit, NJDOT, the counties of Hunterdon and Somerset, the New Jersey Transportation Planning Authority and other authorities to reestablish passenger rail service to Flemington Borough, and provide appropriate planning for adjacent land uses including parking.
- Encourage the conversion of two, three and four-family residences to single-family residences and other structures as originally designed where appropriate.
- Encourage the establishment of arts and cultural uses within the Borough, including public art.

## **Existing Environmental Factors**

The Borough is less affected by environmental factors than most municipalities and this fact may be traced to the original siting of Flemington on suitable lands. Even though environmental factors are not a major influence, their presence does affect the Borough's land policies. The accompanying Environmental Constraints Map depicts environmental factors including streams, floodplains, and wetlands.

Although not obvious, floodplains have an impact on the Borough. In the southwest corner of the Borough, there is an extensive floodplain, which includes a floodway (main flood channel) and a 100-year floodplain. The amount of fill allowed is regulated by the NJ Department of Environmental Protection through its stream encroachment permitting process. Construction limitations are also imposed by the Federal Emergency Management Administration (FEMA) and the state Uniform Construction Code. Floodplains have been delineated on the following page.

There are very few wetlands in the Borough. A limited area exists on the undeveloped wooded lands north of Bonnell Street. Additional areas of wetlands are located along the Borough's northern boundary with Raritan Township. Development in and around freshwater wetlands is also regulated by the NJ Department of Environmental Protection.

The Borough has a topographic variation common to the County but lacks the steeper hills found in the surrounding municipalities. The topography in the Borough ranges from elevation 260' on the western side of the Borough to 160' along Route 12, and 140' at Route 31 at the northeast corner. This is a sufficient change in elevation to create spectacular views from the western edge of Flemington at the cemeteries.

The Flemington Environmental Commission has recently prepared and adopted a Natural Resource Inventory (March 2010), which will be used as a guide where there are conditions affecting sites with steep slopes, wetlands or floodplains.

## Analysis of Existing Land Use

The existing land use patterns are illustrated in the Existing Land Use map and summarized in the table below. The land use category was determined from Borough property tax records and review of recent aerial photographs. As indicated in the table below, existing land use in Flemington can be divided into eight land use/property class categories: single family and two family residential, multi-family residential, commercial, public, quasi-public, railroad and vacant lands. The existing land use survey is intended to identify potential land resources for development without any policy considerations. The table below indicates the amount of land in each category in the Borough by acreage and percentage.

**Existing Land Use in Flemington Borough**

Existing Land Use	Acreage	Percent
Residential (SF and Two Family)	200.77	34.0%
Multi-Family Residential	49.16	8.3%
Commercial	211.3	35.7
Public	52.65	8.9%
Quasi-Public	56.60	9.6%
Railroad	4.26	0.7%
Vacant	16.28	2.8%
Total	590.74	100%

Residential uses comprise 42.3% of the total land area, commercial uses 35.7%, public and quasi-public uses 18.5%, railroad 0.7%, and vacant land only 2.8%.

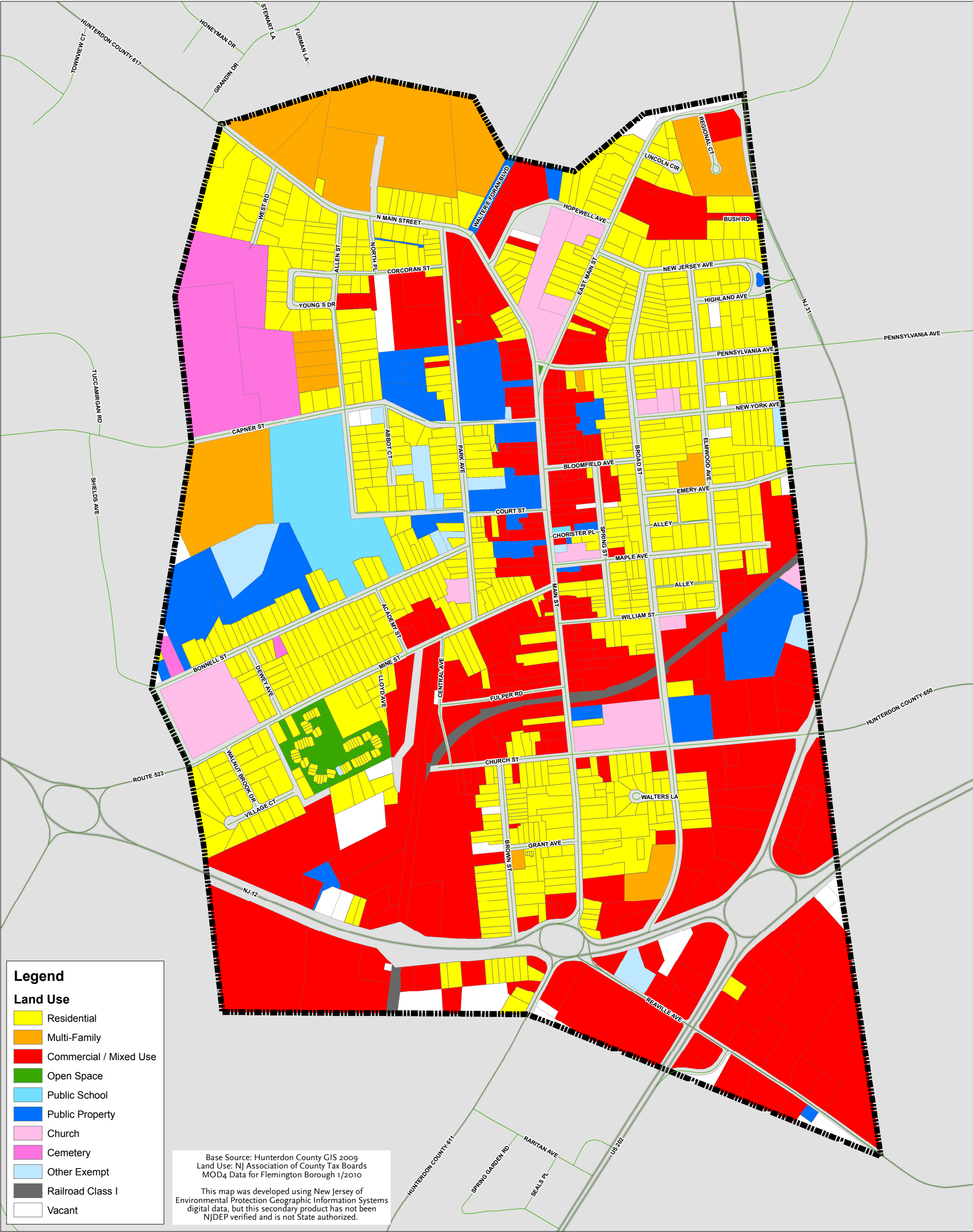
### **EXISTING LAND USE CLASSIFICATIONS**

#### **Single Family and Two Family Residential**

The Single Family and Two Family Residential land use category comprises 200.77 acres or 34% of the total land area of the Borough. Single family and two family residential development is concentrated in three main areas of the Borough. The first area is in the northeastern portion of the Borough and is generally east of Spring Street and East Main Street and north of William Street. The second area is in the south central portion of the Borough generally bounded by Brown Street to the west, Church Street to the north, Broad Street to the east and to the south by the existing commercial development surrounding the Route 12 traffic circle. The third area is in the western portion of the Borough bounded generally by Liberty Village to the south, Park Avenue to the east, and North Main Street to the north. Single family and two family homes in the Borough, most of which are more than 50 years old, are found predominantly within the SF Single Family and TR Transitional Residential zoning districts.







# Existing Land Use





### **Multi-Family Residential**

The Multi-Family Residential land use category comprises 49.16 acres or 8.3% of the total land area of the Borough. This category includes detached residential dwellings containing three and four dwelling units, garden apartment complexes and townhouse complexes. The three and four family dwellings are scattered throughout the Borough but generally are located on the fringes of the central business district. Multifamily residential uses are primarily located around the perimeter of the Borough.

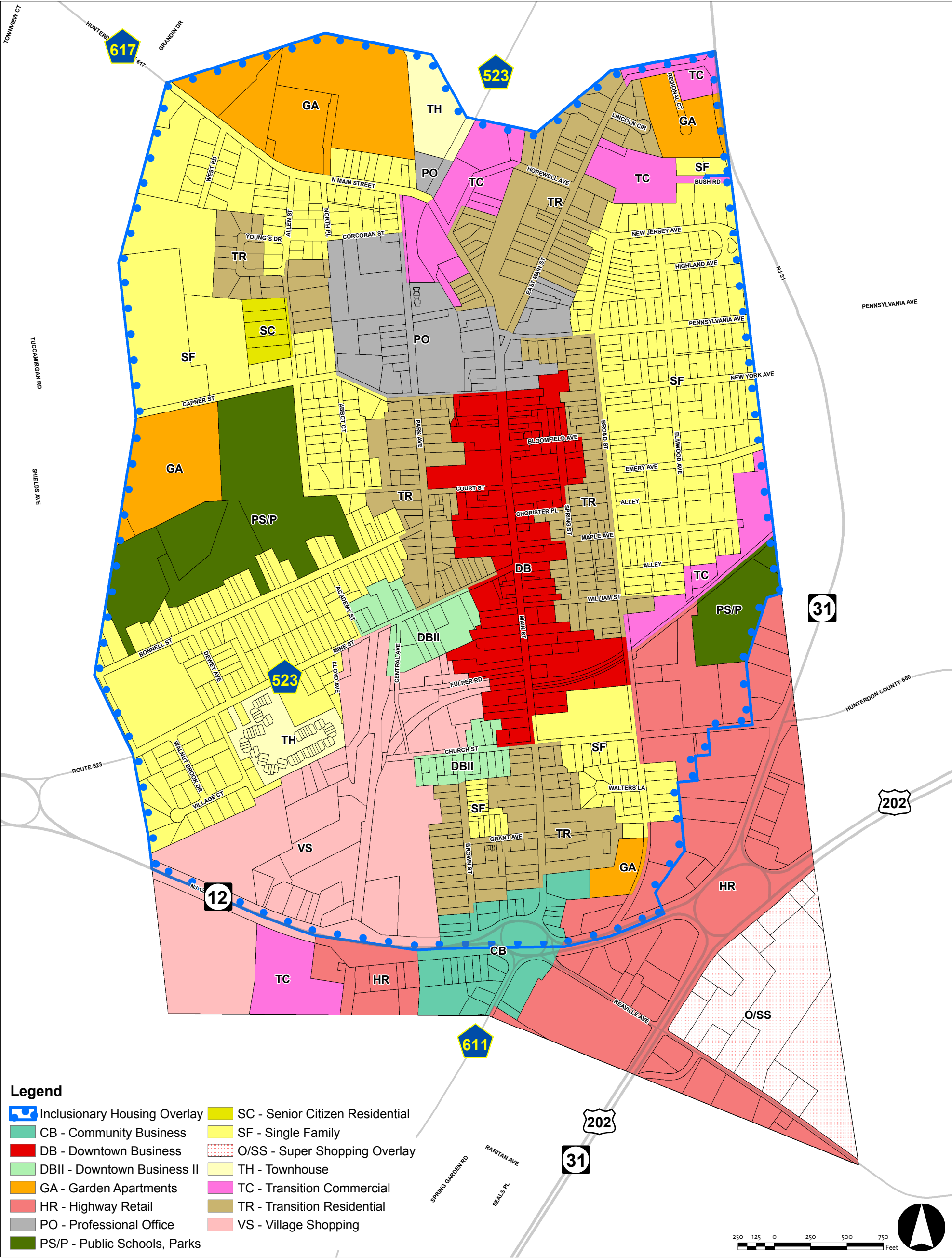
### **Commercial**

The Commercial land use category comprises 2110 acres or 35.7 of the Borough's total land area and includes retail, service and office commercial uses. The commercial land use category also includes some mixed use development in the downtown area. Commercial uses are concentrated along Main Street in the Borough's central business district, within the Liberty Village/Turntable Junction outlet area; and within the area surrounding the Route 12 and Route 31/202 traffic circle.



### **Public**

The Public land use category comprises 52.65 acres or 8.9% of the Borough's total land area. Public land uses in the Borough include municipal and County facilities, public schools, and municipal parks.



- Legend**
- |                              |                                 |
|------------------------------|---------------------------------|
| Inclusionary Housing Overlay | SC - Senior Citizen Residential |
| CB - Community Business      | SF - Single Family              |
| DB - Downtown Business       | O/SS - Super Shopping Overlay   |
| DBII - Downtown Business II  | TH - Townhouse                  |
| GA - Garden Apartments       | TC - Transition Commercial      |
| HR - Highway Retail          | TR - Transition Residential     |
| PO - Professional Office     | VS - Village Shopping           |
| PS/P - Public Schools, Parks |                                 |

Adopted: September 2009

2010 FLEMINGTON MASTER PLAN UPDATE

# Existing Zoning

Flemington Borough, Hunterdon County, NJ May 2010

Clarke Caton Hintz  
Architects  
Planners  
Landscape Architects

**Quasi-Public**

The Quasi-Public land use category comprises 56.60 acres or 9.6% of the Borough's total land area. Quasi-public land uses include all churches and their associated religious facilities including cemeteries in the Borough, the first aid and rescue squad facility on Reaville Avenue, the Hunterdon Medical Center facility on Main Street, and clubs such as the American Legion and the Flemington Women's Club. The Quasi-Public land use category also includes open space areas dedicated as part of residential development.

**Railroad**

The Railroad land use category comprises 4.26 acres or 0.7% of the Borough's total land area. The Flemington Branch and South Branch of the Black River & Western Railroad traverse the southern portion of the Borough in a southwestern and northeastern direction.

**Vacant**

The vacant land use category comprises only 16.28 acres or 2.8% of the Borough's total land area. The vacant land use category is intended to encompass land that has not been built upon in any significant manner and is not considered parkland or open space. Within the Borough there are 33 parcels vacant land. The larger vacant parcels are primarily located along the Route 12 and Route 31/202 corridor, in the southern portion of the Borough.



## **Land Use Plan Element**

The way in which land is used becomes the basis for the Land Use Plan. Other considerations are the pattern in which the Borough has developed over time, and the zoning for various uses that have reinforced those land uses. Flemington is an historic town which has evolved for many years forming the urban fabric which we see today.



This Master Plan focuses on the renewal of the Borough's historic business center, while allowing opportunities for redevelopment. The Borough has expanded over the years from its central core surrounding the historic courthouse and Union Hotel on Main Street, stretching further north and south along the Main Street spine. To some degree it has lost its core identity and in the process strung business uses along the road extending the compact area of settlement. The development that has occurred outside of the Borough in Raritan Township has also created outward forces pulling from Flemington's center. Those competing economic forces have had a negative effect on the viability of the Borough's downtown.



People are attracted to older centers, particularly if they are vibrant and offer alternatives to shop, live and recreate. There should be reinforcement of the center around core business district along Main Street and adjacent uses, improvement and enhancement of the Liberty Village area and improving the gateway at the northern end where Main Street meets Walter Foran Boulevard and Park Avenue.



Obviously, finding a new user(s) for the Union Hotel is critical to the success of the downtown. One of the complaints often heard is the lack of parking for the hotel as a restaurant even though there is on-street parking and parking on the adjacent municipal lots to the northeast. Some



additional parking could be gained on Spring Street where the cartway and right-of-way are wide. Better wayfinding to the municipal lots has also been put forth. The municipal parking is less than 500 feet from the hotel, yet not obvious to most visitors. Or perhaps, they just want to be closer to the uses in that area.

The Borough essentially developed from the Main Street core outward. There has been reuse or redevelopment of properties as well. The historic mapping is a good indicator of the manner in which the town grew. Over the last 50 years there has been development occurring in Raritan Township which as in some ways reinforced Flemington as a center, and in other ways, pulled land use activity away from the Borough.



Partly because of the expanding Raritan Township and partly due to the aging of some land uses in Flemington, redevelopment has taken place. Recent activity over the last few years has seen many examples: the redevelopment of the Hunterdon County public works site on Church Street to senior housing; the new county court house on Park Avenue; the redevelopment of the former A&P properties including the movie theater on Church Street. The largest scale redevelopment has been the retail center, Shoppes at Flemington, on Reaville Avenue.

The last Master Plan and Land Use Plan Element was prepared in 1997. There have been adjustments through Re-Examination Reports since that time. In looking back a dozen years, some land use categories, which led to zoning districts, have remained unchanged.

The Borough consists of 690 acres, just over one square mile. The Borough's largest land uses are residential uses with one to four family residential units and commercial / mixed use. There are 816 of these residential lots consisting of 201 acres and 230 of the commercial / mixed use lots consisting of 210 acres. Also of significance are the 16 lots, consisting of 49 acres, of multi-family housing, defined as five or more units, and the 35 lots, consisting of 53 acres, of public and public school property.

## **RESIDENTIAL LAND USES**

The Borough's residential areas offer a variety of housing choices – ranging from large single family detached historic homes to apartments located above shops in the downtown. The quality of the housing stock is generally good, with only a limited number of homes in need of substantial repair. The condition of the housing stock combined with the character of the neighborhoods has allowed Flemington to remain an attractive place to live.

There is little residential development potential in the Borough's residential zone districts. Most of the new homes built in these areas in the years to come will be small infill developments of one or a few units. The majority of new housing to be built in the Borough will be located in current or former nonresidential zone districts. The loss of manufacturing in the State and the increase of commercial development in Raritan Township has resulted in vacant or underutilized parcels in the Borough that are ripe for redevelopment which includes housing. An example of this is the "Flemington Cut Glass" site located along the rail line and Main, Broad and William Streets.

The existing residential zone districts largely remain appropriate, with a few exceptions for revisions to reflect changing conditions in the Borough.

### **SF – Single Family Residential District**

The purpose of the Single Family Residential (SF) District is to provide locations for detached dwellings occupied by one household generally located in the outer ring of development in the Borough. It is the lowest density residential district in the Borough. In addition to single family uses, governmental and institutional uses are permitted.

This district reflects the single family homes, which are the predominant uses in these areas, that flank the commercial and Transitional Residential District that oriented along Main Street. The District hosts a variety of architectural styles, from some of the most historic homes with, for example, Victorian architecture, to smaller "post-war" homes that were built in the mid 1900's. With some minor exceptions over the years the zoning that embodies these areas of the Borough has stayed intact. The zoning was modified over 10 years ago to have less restrictive setbacks for accessory uses, eliminating the need for many bulk variances.

The permitted uses in the district include single-family detached homes, places of worship, ECHO housing, cemeteries and municipal uses. Conditional uses include accessory apartments and public and private non-profit day schools. At a minimum permitted lot size of 11,250 square feet, this is the lowest density residential district, reflecting the existing larger lots and larger homes. At this time, no changes are proposed for this zone district.

### **TR – Transitional Residential District**

The purpose of the Transition Residential (TR) District is to provide for a medium density residential district of single family detached and two-family dwellings located between primarily

commercial districts and single family zones. Certain governmental and institutional uses are also permitted.

This district incorporates most of the historic homes within walking distance of the Main Street business district, which are concentrated along Main Street, Park Avenue and Broad Street.

The permitted uses in the district include single-family detached homes, two-family homes, places of worship, ECHO housing, cemeteries and municipal uses. Conditional uses include conversion of a single-family home to a two-family home, bed and breakfasts and public and private nonprofit day schools. Permitted residential densities vary from 9,000 square feet for a single-family home to 7,500 square feet for a unit in a two-family home (15,000 square feet total). At this time, no changes are proposed for this zone district.

#### **TH – Townhouse District**

The purpose of the Townhouse (TH) Residential District is for townhouse dwellings at a density of six units per acre with common open space and amenities in a planned environment. Additionally, municipal and certain institutional uses are permitted.

This zone district includes the two townhouse projects of Coppermine Village and Victorian Square. Both developments have been built for some years, and no expansion of or new townhouse districts are proposed. Permitted uses include townhouses and municipal uses and the only conditional use permitted in the district is public and private non-profit day schools. The zone requires clustered development with a 6 dwelling unit per acre maximum density and a minimum open space area of 20% of the tract.

#### **GA – Garden Apartment District**

The purpose of the Garden Apartment (GA) District is to provide for multi-family housing in a garden apartment configuration at a density not to exceed 24 units per acre. Municipal use, including public recreation, is also permitted.

Similar to the townhouse development, these garden apartment districts are older and provide another choice of housing in the Borough. They are all located on the Borough's outer fringes, including the north end of Main Street, Capner Street and at the northeast end of Pennsylvania Avenue adjacent to Route 31.

Permitted uses include multi-family dwellings and municipal uses; there are no conditional uses. This zone requires clustered development with a maximum permitted density of 24 dwelling units per acre and a minimum open space area of 40% of the tract. No changes are recommended to these districts.

#### **SC – Senior Citizen Residential District**

The purpose of the Senior Citizen Residential (SC) District is to provide a development zone in a limited area for the creation of age-restricted dwelling units to fulfill the needs of senior citizens by allowing them to remain in their community by reducing housing costs and maintenance



responsibilities and to provide age-restricted housing affordable to senior citizen households of low and moderate income.

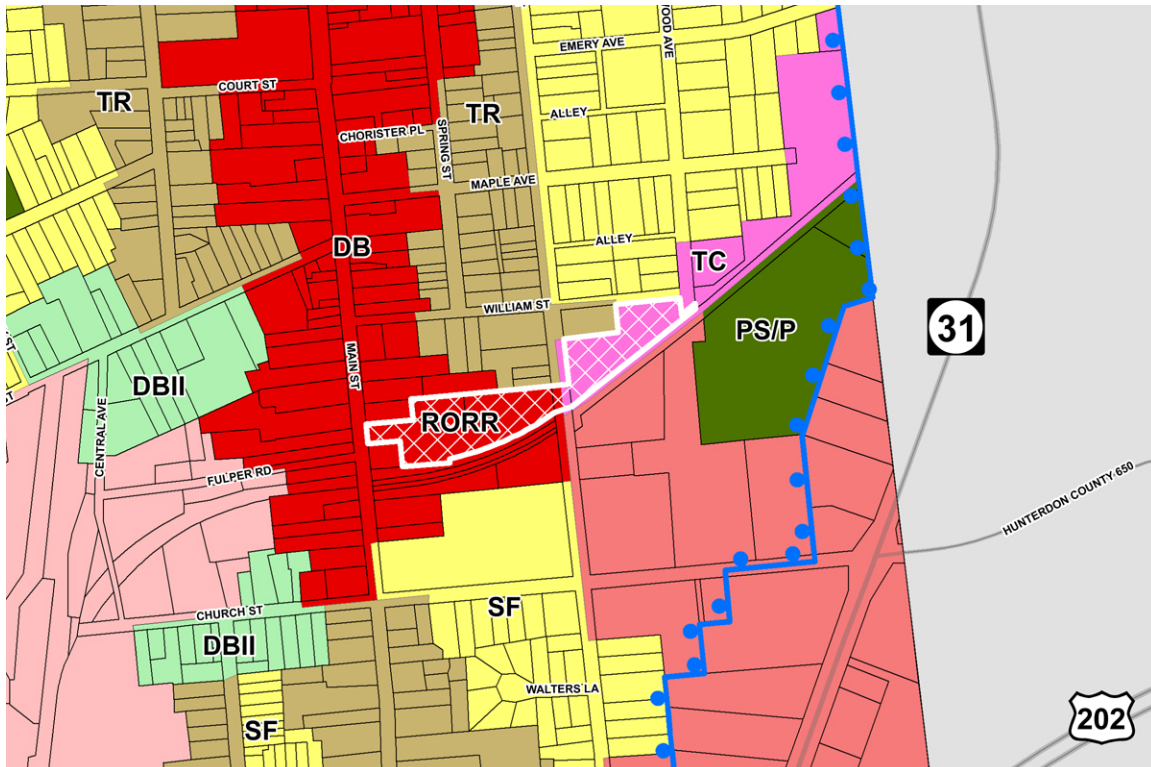
This district is located along Allen Street in the northwest part of the Borough. It hosts one development known as Martin Village. This small senior housing project was built, but the developer eventually asked for and received permission to remove the age-restriction for the project in order to better facilitate the sale of the units. The Borough should revise this district to remove the senior component in order for it to reflect the only existing use.

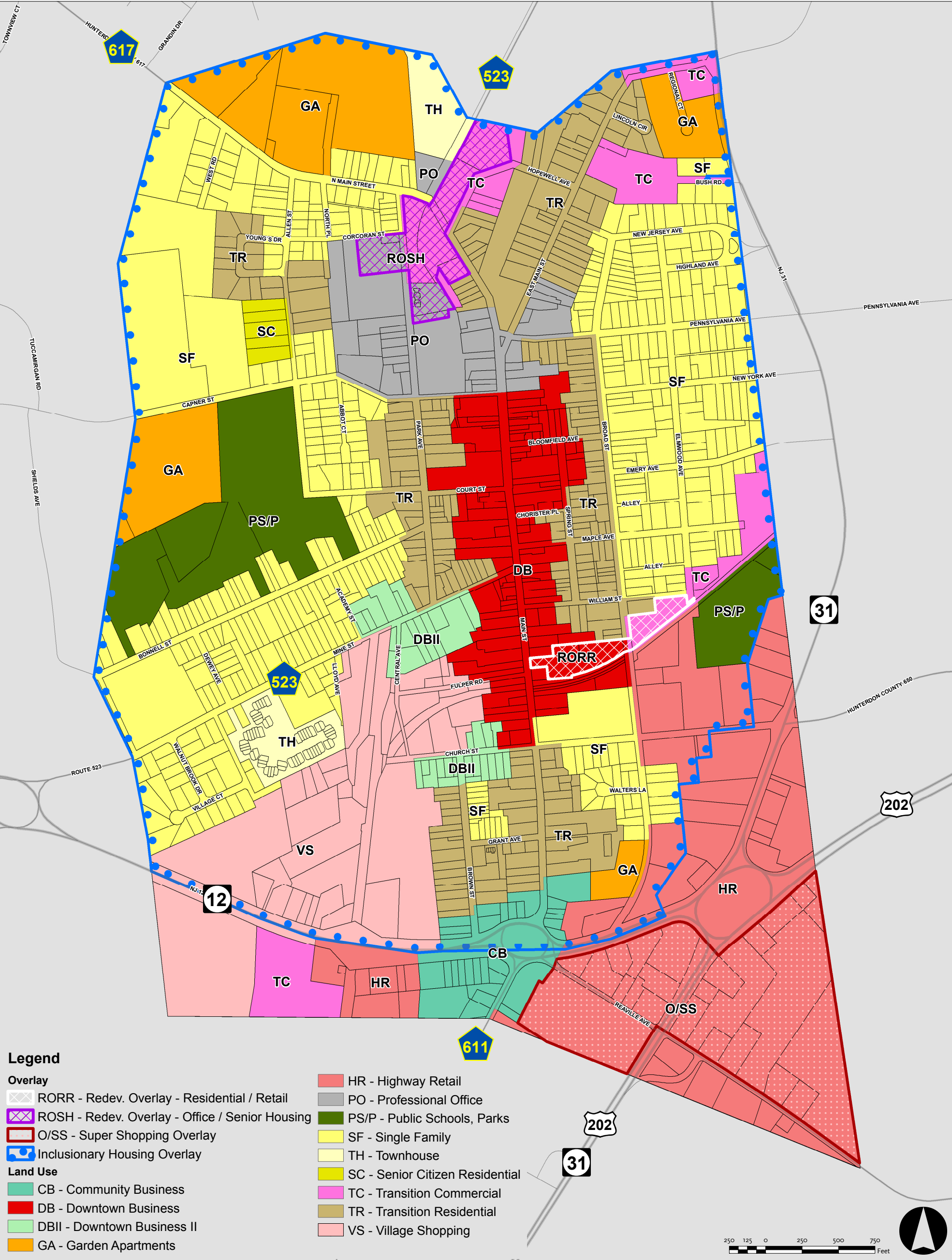
Permitted uses in the district include senior housing at a maximum density of ten dwelling units per acre.

### **RORR – Redevelopment Overlay – Residential/Retail District**

This proposed district which runs from Main Street east to Broad Street along the railroad is proposed to recognize the use variance given in 2008. The conditions of the variance relief form the requirements of the overlay district which include:

- Multi-family residential housing is permitted with townhouses and apartments;
- A blend of fee simple ownership, condominium ownership, and rentals governed by a homeowners association;
- A Floor Area Ratio (far) of 0.70;
- A density of 59 units (53 market rate housing units and 6 affordable units) or a maximum of 13 dwelling units on 4.5 acres;





Adopted: September 2009

2010 FLEMINGTON MASTER PLAN UPDATE

# Proposed Land Use

Flemington Borough, Hunterdon County, NJ May 2010

Clarke Caton Hintz  
Architects  
Planners  
Landscape Architects

- The maximum amount of retail or non-residential space which may include office uses is 3,600sf located on a new building on Main Street which will also contain residential units on the second and third floors;
- Market units will be limited to a maximum of 2 bedrooms per unit;
- Building heights will be restricted as follows: 35 feet or 2-1/2 stories, whichever is less;
- All of the buildings will be distinctive in architectural appearance and no two buildings will have the same exterior appearance in any grouping.

## **NONRESIDENTIAL AND MIXED USE LAND USES**

The Borough's commercial and mixed use areas vary greatly. Toward the north central part of the Borough is an office district that hosts a number of County facilities, such as the County Court House and Hall of Records. Also in this area a number of office uses, many of which are related to or supported by the County facilities. The spine of Flemington is the downtown along Main Street which consists of traditional shopping district with shops fronting on the street. Connected to this spine are a limited number of other commercial districts that also seek to provide shopping and dining options. This area attracts both local residents for regular shopping and dining as well as visitors seeking the historic "main street" experience of the shops and restaurants. The southwest portion of the Borough, largely along Routes 31 and 202 are regionally oriented commercial uses that are generally larger in size and are built to accommodate a larger flow of traffic and parking needs than the downtown. The southwest part of the Borough consists of a regional shopping district that hosts an outlet center and other stores. This area also includes a park-and-ride lot that is heavily used.

### **TC – Transition Commercial District**

The purpose of the Transition Commercial (TC) District is to provide areas for more intensive commercial uses commonly with a wholesale component or outdoor storage which were developed in proximity to rail lines or highways.

In the last Land Use Plan, the new zone district was recommended eliminating a light manufacturing zone and general commercial zone. This district – the Transition Commercial (TC) district is located in five areas of the Borough. There are a large number of permitted uses in the district, including but not limited to, specified retail stores, beauty and barber shops, medical and dental offices, daycare centers and municipal uses. The district permits a maximum floor area ratio of .22.

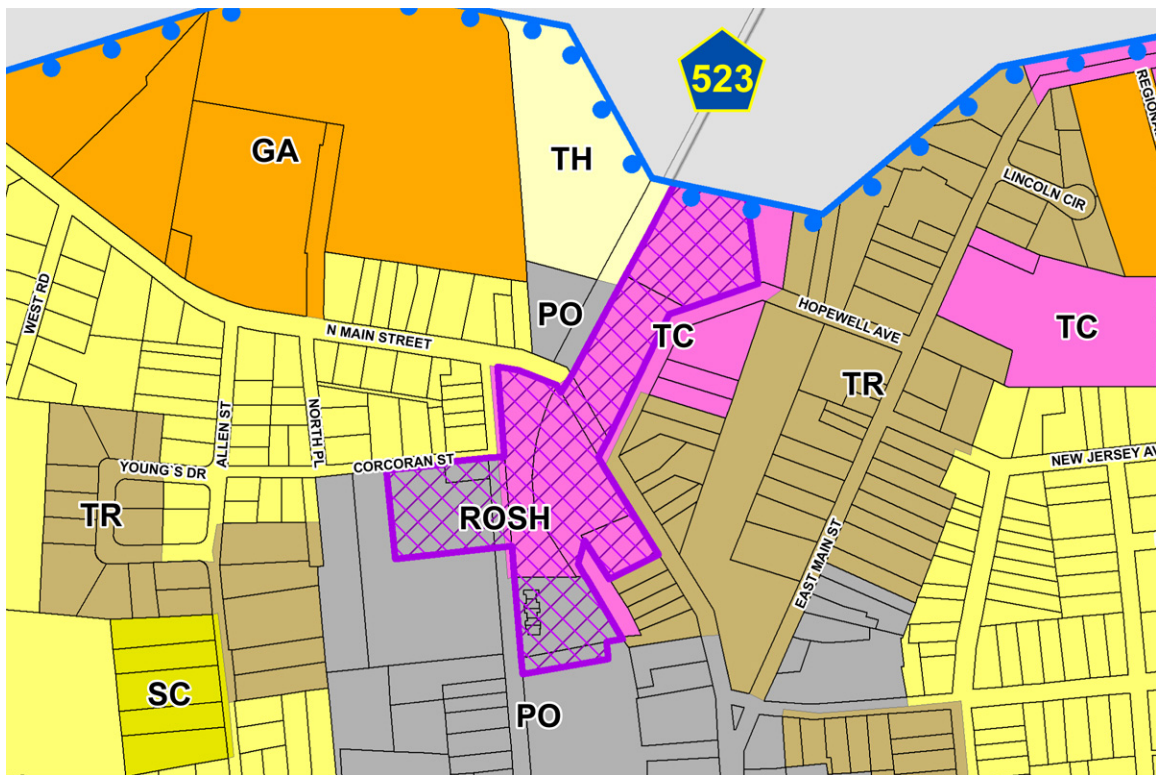
Of these five areas currently zoned TC – Transition Commercial one has received a use variance to be redeveloped with townhouses, condominiums and retail. This site, locally known as "Flemington Cut Glass" is north of the Black River & Western Railroad and east of Broad Street, along with the area adjacent to the railroad from east of Main Street to Broad Street. Consistent with the use variance, this area should receive a new land use district classification for mixed used development.

The area to the southwest of Borough fronting on Route 12 has been improved with the renovation of the former sports company to a gourmet food and bakery. Other uses in the area include the package manufacturer and the carwash. No changes are recommended for this area.

The TC area along north Main Street, which consists of a variety of office uses, should also remain unchanged.

#### **ROSH – Redevelopment Office/Senior Housing Overlay District**

The area around Hopewell Avenue and North Main Street has seen a slight expansion for the Mechanical Precision Company over the last decade and remains a vibrant use in the community and therefore no changes are recommended.



However, the Global Agway property at the north end of the Borough, and the properties to the south including the vacant railroad freight storage should be considered for another mixed use overlay, the Redevelopment Office / Senior Housing Overlay, including senior housing, medical offices, institutional such as a satellite to community college, and office uses related to the county courthouse. A portion of this area would also be appropriate for a Borough park since it is one of the gateways to the Borough. It is an area that has remained fairly stagnant and in some cases, properties have been abandoned. With the eventual realignment of Park Avenue, and as a gateway to the Borough, a new variety of uses should be considered. Only a small amount of retail uses should be permitted, located on the ground floor of other uses and for convenience of the neighborhood. As the Planning Board has expressed, there is an ample supply of retail uses in

the Borough and any furtherance of those types would tend to compete with and have a negative draw on other areas in the Borough including the Main Street business district.

### **CB – Community Business District**

The purpose of the Community Business (CB) District is provide a mixed use zone combining a number of different residential housing types, retail sales and services limited to the everyday needs of residents and small scale office uses. This district is located at the southern end of the Borough around the Rt. 12 traffic circle where it functions as Flemington's southern gateway.

There exist a variety of building types and uses such as residential, offices, car repair and sales and retail. Conditional uses include conversion of single-family homes to two-family homes and banks and similar facilities. The maximum floor area ratio for commercial uses is .20. The district is recommended to remain the same except to revisit some of the uses permitted in the zone with an aim to reduce or eliminate common variances.

### **DB – Downtown Business District**

The purpose of the Downtown Business (DB) District is to provide for mixed uses in the traditional business and governmental center of the Borough.

With some exceptions, the DB zone continues to include a variety of uses that are thriving and form the core of the Borough. There have been some positive changes since the last master plan, such as new restaurants, improvements to Hunterdon County facilities including the historic county courthouse, the hall of records, and county administration building, the restoration and adaptive reuse of the buildings at the corners of Mine and Main Streets, and Main and William Streets, etc. There have also been some disappointments not the least of which is closing of the Union Hotel.

Insufficient parking has been blamed as the cause of some vacancies, but generally there is a fair amount of parking in the area. Improved way-finding signs will help and a continued effort to have cross-access agreements for parking and circulation will also remedy the parking situation. There are several other options which should be explored including in-lieu payment for parking spaces, parking “coops”, and creating new parking areas in underutilized areas adjacent to and in the downtown. More of these are elaborated on in the Circulation Plan Element.

There have been variances granted for use of ground floor space in the downtown for residential uses. The zoning has only allowed them on second or third floor space but under certain circumstances, they may be appropriate. Allowing residential on first floor should be considered as conditional uses.

The permitted uses in the Downtown Business District should be revisited as well. The previous zoning was examined against the comprehensive listing of uses but new ones have been created over the last decade and may be of merit.



**DB II – Downtown Business II District**

The purpose of the Downtown Business II (DBII) District is to provide for mixed uses in the traditional business and governmental center of the Borough and is a transitional area between the Downtown Business (DB) zone and the Village Shops (VS) zone.

There are two areas of this district, both extend the commercial district west of the Main Street spine and connect to the VS District. The District permits a variety of retail, office, and service uses. Conditional uses include bed and breakfasts and public and private day schools. The District does not have a maximum floor area ratio; however, the maximum impervious cover is .75.

**PO – Professional Office District**

The purpose of the Professional Office (PO) District is to provide an area in close proximity to the county courts and administration offices. The Professional Office district would provide an area for law, title, paralegal, and similar offices as the need for such uses grow with an expanding county population.

This zone district which was implemented following the 1997 Master Plan, focused on the area along Park Avenue and Capner Street. It was intended to recognize the new (at that time) Hunterdon County Courthouse and the potential need for professional offices in the area around the courthouse. Permitted uses in the District include a variety of office, a limited number of service uses and municipal uses; the only conditional use if public and private day schools. The maximum permitted floor area ratio of .22.

The northernmost properties in the district, on either side of Park Avenue, should be considered for another mixed use overlay, the Redevelopment Office / Senior Housing Overlay, including senior housing, medical offices, institutional such as a satellite to community college, and office uses related to the county courthouse. A portion of this area would also be appropriate for a Borough park since it a gateway to the Borough. It is an area that has remained fairly stagnant and in some cases, properties have been abandoned. With the eventual realignment of Park Avenue, and as a gateway to the Borough, a new variety of uses should be considered. Only a small amount of retail uses should be permitted, located on the ground floor of other uses and for convenience of the neighborhood. As the Planning Board has expressed, there is an ample supply of retail uses in the Borough and any furtherance of those types would tend to compete with and have a negative draw on other areas in the Borough including the Main Street business district. No additional revisions to the District are proposed at this time.

**VS – Village Shopping District**

The purpose of the Village Shopping (VS) District is to include the majority of the destination oriented retail outlet shopping in Flemington. This district is highway oriented but is designed to encourage walking from store to store once the destination has been reached. It contrasts with the more pedestrian oriented shopping in the Downtown Business district and the more highway oriented shopping in the Highway Retail zone.

The VS zone district was created by the last master plan, and then refined to include a second VS zone. The area has seen the development and expansion of stores since then including the Roman Jewelry store and associated retail, and store fronting on Route 12, a new string of retail along Stangl Road, etc. There have been some closures, or occupied space and it is important to keep this area invigorated. Permitted uses in the District include a variety of retail uses, limited service uses and municipal uses; bed and breakfasts are the only conditional use. The maximum permitted floor area ratio is .22.

A set of standard signage ordinance, lighting standards, circulation standards (including cross-access parking, pedestrian and vehicular) and landscape requirements should be established for the entire VS district. This should also include street furniture such as benches, trash and recycling containers and bike racks.

One recent study underway is to bring passenger rail service back to Flemington, with connections to Bound Brook and points north and east. Since Flemington has been targeted as a potential terminus for rail passenger station, this area would be ideal. There is extensive existing parking associated with the stores, the Trans Bridge bus line serves the area and has its parking for commuters in the Liberty Village area, and Route 12 is within easy distance. The rail service could make the area more attractive and bring additional customers. There is also the potential for additional at grade parking which is adjacent to the existing parking areas. If the area grows enough then parking structures should be considered as well.

#### **HR – Highway Retail District**

The purpose of the Highway Retail (HR) District is to encompass existing highway oriented retail development concentrated around Rt. 31 and Rt. 202. This district contrasts with the more pedestrian- and destination-oriented shopping of the Downtown Business and Village Shopping zones. The district is also intended to include more intensive office uses than permitted by the Professional Office zone.

The district which includes areas along the south side of Route 12, Route 202 and Route 31 recognizes the retail uses that have developed over time. There has been some newer development over the last decade such as the shopping center along Reaville Avenue and redevelopment at the intersection of Routes 202/31 and Church Street. Permitted uses in the district include retail, office, recreation and municipal uses. Conditional uses include service stations, hotels/motels, automotive body repair and communication towers. The maximum permitted floor area ranges from .20 to .25, depending on the use.

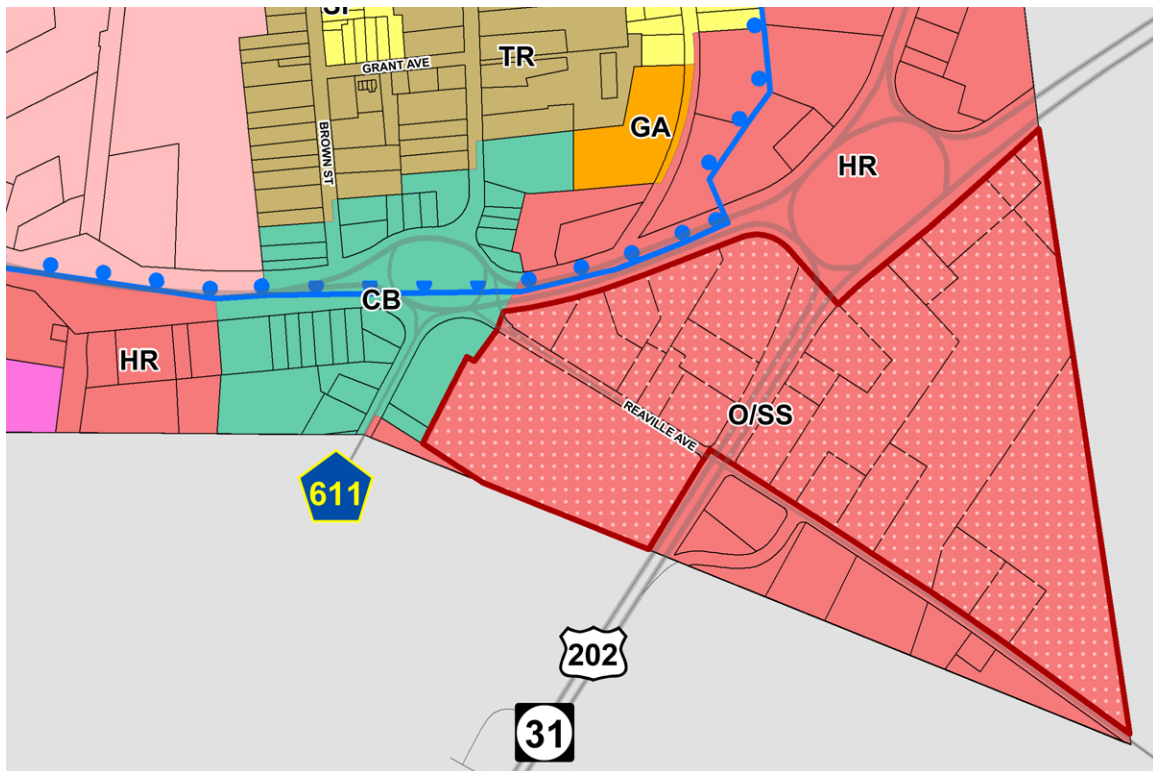
In order to encourage improved circulation and increased investment, it is recommended that a portion of the district have an overlay for mixed commercial use. The area for the mixed use is shown on the proposed Land Use Plan map (to be provided).

As a recommendation in the last Master Plan, the northeast quadrant of the Reaville Avenue – Routes 202/31 intersection was designated as the Super Shopping Overlay District. The purpose of this district is to provide for the redevelopment of a portion of the Highway Retail zone that is

characterized by small lots or abandoned and vacant land. The overlay district provides an optional set of development regulations that permits an added intensity of development as an incentive to assemble substandard lots to reduce the number of small retail and business lots, encourage higher intensity land uses, improved circulation and parking (including interconnectivity of uses), and more modern stores. After years of delays by developers, this area was developed with new stores in an upscale center reflecting the objectives of the Master Plan. While not all of the stores are completely occupied due to the slow economy, eventually the center will represent the kind of recommended in the 1997 Master Plan. In order to encourage additional development with this character, it is recommended that the Super Shopping Overlay District be extended to include the eastern quadrants of the Reaville Avenue – Routes 202/31 intersection.

### **O/SS - Overlay/Super Shopping District**

As a recommendation in the last Master Plan, this area was designated for redevelopment to reduce the number of small retail and business lots encouraging higher intensity land uses, improved circulation and parking (including interconnectivity of uses), and more modern stores. After years of delays by developers, the site in the northeast segment of Reaville Avenue and Routes 202/31 finally was built with new stores in an upscale center reflecting the objectives of the Master Plan. While not all of the stores are completely occupied due to the slow economy, eventually the center will represent the kind of development now recommended in the mixed commercial area to the west and south.





**PS / P – Public Schools and Parks District**

The zone is established to recognize two areas in the Borough used for public purpose. These include the Reading-Fleming Middle School, Tuccamirgan Park, Green Acres Park, and the Flemington Swim Club on the west side of the Borough, and Memorial Park on the east side of the Borough. Permitted uses include public schools, government uses and private swim clubs. The zone does not include a maximum floor area ratio; however, the maximum building cover is .25.

## **Housing Plan Element**

Flemington Borough provides a variety of housing types that offer housing opportunities for a range of household sizes and a range of household incomes. As of 2000, about 53% of the total housing stock consisted of single-family detached and 2 family units (twins and duplexes). Single-family attached (townhouses) and units with 3 or more units make up 47% of the total housing stock. Housing units in buildings containing 5 or more units comprised 19% of all housing units in 2000. Of the owner occupied units, 75% were single-family detached units; while units in structures containing 3 or more units comprised 68% of all rental units.

Additionally, the Borough has a successful history of providing affordable housing – achieving both second round and third round substantive certification. COAH granted second round substantive certification in 2003. At that time and after being approved for a vacant land adjustment Flemington's affordable housing obligation consisted of a 4 unit second round obligation and a 32 unit rehabilitation obligation.

The Borough petitioned for third round substantive certification on December 20, 2005 under COAH's original third round rules; however, the application had not been certified by COAH prior to the issuance of the Appellate Court decision overturning portions of COAH's regulations. The Borough adopted a Revised Third Round Housing Element and Fair Share Plan in December 2008 and received third round substantive certification in June 2009. At this time the Borough had a prior round obligation of 4 units, a third round obligation of 21 units and a rehabilitation obligation of 17 units.

Pursuant to the 2008 Housing Element and Fair Share Plan, the Borough will fully satisfy the prior round and third round obligations using affordable housing units from the Herman E. Kapp apartments, a market to affordable program and three inclusionary housing developments known as Martin Village, Flemington Electric and Luster / Dodger Blues. The Borough will also obtain affordable housing credits from an inclusionary development known as Flemington Cut Glass, which was approved after preparation of the 2008 Housing Element and Fair Share Plan.

## **Circulation Plan Element**

The Circulation Plan Element examines the existing transportation network and its ability to provide efficient movement of people and goods in, around, and through the municipality. This document focuses on the roadway network and vehicular circulation, parking, streetscape, pedestrian and bicycle circulation and public transit. The document concludes with recommendations for improving the Borough's transportation network and facilities.

### **DESCRIPTION OF ROADWAY NETWORK**

Roadways can be classified by jurisdiction and by function. The jurisdiction of the public road network is divided among state, county and local governments. Under the Federal Highway Administration (FHWA), roads are classified by function into three broad categories: arterial, collector, and local roadways. While there is not a direct relationship between roadway jurisdiction and roadway function, the New Jersey Department of Transportation (NJDOT) generally has jurisdiction over principal arterial highways and many minor arterial highways. Counties typically have jurisdiction over minor arterial and major collector streets, and local governments have jurisdiction over major collectors, minor collectors, and local streets and roads.

#### **State Roads**

State Roads within Flemington include Route 31, Route 202 and Route 12. Under the FHWA functional classification system, Routes 31 and 202 are designated as principal arterial highways and Route 12 is designated as a minor arterial highway. The 2008 Hunterdon County Transportation Plan notes that all State roads within the County experience high congestion levels during peak commuting hours. The following descriptions of existing conditions along Routes 31, 202 and 12 are on information provided in Chapter 3 of the County Transportation Plan:

##### ***State Route 31***

As this highway corridor is the only north-south route in the western part of the State, it provides an intercounty connection for through traffic, as well as serving numerous local trips. The Route 31 corridor has also experienced significant development in recent years. In Flemington and Raritan, the mixing of local and through traffic on Route 31 is most acute, resulting in increasing congestion. To relieve this condition, a bypass from the Flemington traffic circle, parallel and to the east of the existing road, is under study by the NJDOT.

##### ***State Route 12***

State Route 12 has experienced steady increases in traffic in recent years as it serves as a link for commuters from Pennsylvania who cross the Delaware River at Frenchtown. Route 12 connects with US 202 and Route 31 in Flemington, and indirectly with other routes providing access to employment opportunities and services.

***U.S. Route 202***

This highway also provides a link for commuters from Pennsylvania and suffers chronic congestion problems in the peak commuting hours. There is currently a Bi-County project underway that will identify and advance a series of multi-modal mobility improvements in the Route 202 corridor to help relieve traffic congestion and improve traffic safety.

***NJDOT Highway Access Code and Desirable Typical Sections***

The New Jersey Department of Transportation's Highway Access Management Code (HAMC) was developed in response to the unprecedented increase in traffic congestion in the 1980's when the state realized that it could not construct enough road capacity to satisfy potential demand. The intent of the HAMC was to change the emphasis of the highway system from providing access to property to providing mobility for people and goods. Under the HAMC, each state highway has been classified for different levels of access, depending on existing conditions and NJDOT's functional plans for the highway system. Routes 31 and 202 are classified as Access Level 3, which allows right-turn access only with the provision for left-turn access by way of a jughandle. Route 12 is classified as Access Level 4 which allows right turns into and out of a property and requires that left turns occur from a dedicated left hand turn lane. The NJDOT has also established Desirable Typical Sections (DTS) which indicate how wide the highway would become in the future, under ideal circumstances. Routes 12, 31, and 202 are designated with a DTS of 4A, with a right-of-way of 114 feet with four lanes, divided highway and shoulders.

**County Roads**

Although County Route 523 traverses the Borough (designated as Route 523 along municipal roads, including Park Avenue and Mine Street), the County's jurisdiction over this road is limited to a small segment along East Main Street, between its intersection with Main Street and Route 31. The County also has jurisdiction over small segments of Voorhees Corner Road (CR 650), between Route 31 and the municipal border, and South Main St. (CR 611) between the Route 12 circle and the municipal border. Under the FHWA functional classifications, these road segments are identified as minor arterials.

**Local Roads**

All other public roads in the Borough not identified above as under state or county jurisdiction, are under the Borough's jurisdiction.

**VEHICLE CIRCULATION AND PARKING ISSUES****NJDOT Traffic Circle Improvements**

NJDOT has recently completed the reconfiguration of the Route 12/Main Street traffic circle. The state's intent is to reconfigure the traffic circle into a modern roundabout, by reducing the width of the roadway approaches to the roundabout. The reduced width of the roadway approaches will cause traffic to slow down, providing safer travel inside the roundabout. The improvements also



include changes to signage and pavement markings to direct motorists to yield to traffic in the roundabout. The NJDOT is currently considering various designs for improvements to the State Route 31/US 202 traffic circle, which is frequently congested and is the site of numerous accidents.

### **Realignment of Park Avenue/Walter Foran Boulevard**

The realignment of Park Avenue to meet Walter Foran Boulevard has been a long-planned roadway improvement that will facilitate access to Route 31. The street will follow the alignment of the abandoned railroad line. The engineering and design work for the realignment has been completed and approved, but the Borough has not yet received funding for the project. Contracts for the sewer and water line relocations that are required in conjunction with the road alignment have recently been awarded. The realignment of Park Avenue is depicted in the accompanying Circulation Plan map. Once Park Street is realigned to meet Walter Foran Boulevard, signalization will be required at the intersection of N. Main Street, Park Street, and Walter Foran Boulevard.

### **Parking and Cross Access**

The availability of parking, particularly in the downtown business district, continues to be a concern. The ordinance has been revised as previously recommended to require cross access easements and connections between properties for parking, circulation, and pedestrian access. Cross access easements and connections have been successfully implemented in conjunction with a number of recent development applications, including Liberty Village, sites along Main Street, Shoppes at Flemington and adjacent retail/restaurant sites, Shoprite and adjacent retail sites, and others. The effect has been very positive with a reduction in trips onto the adjacent roadways. To provide additional parking, a reconfiguration of several existing parking areas should be considered, including parking within the interior of Block 21 on the west side of Main Street, parking within the interior of Block 18 on the east side of Main Street, and a potential new parking area located near to the park and ride lot which is adjacent to Route 12. If future passenger rail service becomes a reality, then additional parking will be needed for commuters. It makes the most sense to add more parking so that Trans Bridge bus commuters and rail passengers have intermodal choices.

## **PEDESTRIAN AND BICYCLE CIRCULATION**

### **Sidewalk Improvements**

Installation and maintenance of sidewalks is important for enhancing pedestrian accessibility and promoting healthier lifestyles. In addition to the recent construction of new sidewalk along Allen Street, the Borough has replaced sidewalks in conjunction with recent road reconstruction projects along Park Avenue, and along Mine, Church, Bonnell, Brown, and Broad Streets. A survey of sidewalk conditions should be considered to determine the priority of future sidewalk improvements. As discussed below, the Borough is pursuing funding for streetscape improvements along Main Street that would help enhance the pedestrian experience in the downtown area.

**Bicycle Facilities**

The 2008 Hunterdon County Transportation Plan notes that conflicts between bicycles and cars have been increasing on all types of roads in the County, corresponding with the increased popularity of recreational biking in the past decade. The County Plan identifies a potential network of bicycle routes in the County that would help link County roadways with recognized activity centers, including Flemington Borough. The Borough should consider ways to facilitate access to County bike routes, through signage or other means. The Borough has revised its zoning ordinance to include a requirement for bike racks; however, placement of additional bike racks within the Borough should be considered in conjunction with any parking reconfiguration for downtown areas and a future train station. The Borough has been pursuing funding for installation of bike racks at Liberty Village and in conjunction with streetscape improvement for the downtown area.

**Hunterdon County LINK**

Since 1984, the Hunterdon County Department of Human Services (DHS) has operated a public transportation system known as “the LINK”, which features a blend of fixed route, flexible route and demand response transportation. The LINK service is operated from the DHS building in Flemington. LINK routes serving Flemington include several cross county routes and the Flemington Shuffle, which provides modified fixed route service in Flemington and surrounding areas of Raritan.

**Trans Bridge Bus Service**

Trans Bridge Lines provides bus service between Flemington and New York City, Atlantic City, Newark Airport and JFK Airport. Although frequent service is provided during commuting hours, service is limited during the rest of the day. Parking for Trans Bridge buses is available at the Liberty Village lower commuter parking lot.

**Rail Transit**

The 2007 Master Plan Reexamination Report includes a recommendation to investigate the potential for passenger rail service that would integrate with regional rail systems to the northeast and southwest. Rail track already exists from Liberty Village to Three Bridges, where it connects to 18 miles of track to Bound Brook that are operated by the Norfolk/Southern line for freight rail purposes. From Bound Brook, track extends to Newark. The Flemington Economic Development Committee and a grass-roots group, Flemington Rail Coalition, have led an effort to return commuter rail service to Flemington that has been endorsed by Hunterdon and Somerset Counties, and by the affected municipalities (Raritan, Readington and Hillsborough Townships). If commuter rail service is reestablished in Flemington, potential sites for a future train station and additional parking should be considered adjacent to the existing rail line. The Circulation Plan map shows a potential area where a future train station and related parking could be sited.

**STREETSCAPE**

The Borough has been pursuing funding for streetscape improvements along Main Street to improve the appearance, pedestrian safety and mobility, and to enhance business development in the downtown area. The proposed streetscape enhancements include installation of bluestone pavers, granite curbing, paved crosswalk, trees, lights, and street furnishings including benches, trash receptacles, and bike racks. The Borough should continue to explore funding opportunities for streetscape improvements along Main Street. The Borough may also want to consider the feasibility of streetscape improvements along other roadways and at key entry points into the Borough.

**RECOMMENDATIONS**

1. Once Park Street is realigned to meet Walter Foran Boulevard, signalization will be required at the intersection of N. Main Street, Park Street, and Walter Foran Boulevard
2. To provide additional parking, a reconfiguration of several existing parking areas should be considered, including parking within the interior of Block 21 on the west side of Main Street, parking within the interior of Block 18 on the east side of Main Street, and a potential new parking area located near to the park and ride lot which is adjacent to Route 12.
3. The Borough should continue to require cross access easements and connections between properties for parking, circulation, and pedestrian access.
4. A survey of sidewalk conditions should be considered to determine the priority of future sidewalk improvements.
5. The Borough should consider ways to facilitate access to County bike routes, through signage or other means. Placement of additional bike racks within the Borough should be considered in conjunction with any parking reconfiguration for downtown areas and a future train station.
6. The Borough should continue to advocate for the reestablishment of commuter rail service to Flemington. Potential sites for a future train station and additional parking should be considered adjacent to the existing rail line.
7. The Borough should continue to pursue funding for streetscape improvements along Main Street to enhance the pedestrian experience in the downtown area.
8. Through truck traffic should be strongly encouraged to use the State highway system.



## **Community Facilities Plan Element**

Community facilities are public buildings and grounds that provide locations for the administration and delivery of services. Typically these include the facilities of the municipal government, police, fire, emergency services, education, and other local service providers. Since Flemington also is the county seat, facilities owned and operated by Hunterdon County are also be included. Community facilities related to recreation are discussed in the Open Space and Recreation Plan Element.

The adequacy of community facilities depends on the demographic characteristics of residents and their cultural preferences. One community's facilities may revolve around senior citizen activities, another may concentrate on youth sports. The characteristics of the population in Flemington are sufficiently broad that there is a constituency for a large variety of facilities and programs.

The community facilities available in Flemington are illustrated on the accompanying Community Facilities map and are described below.

### **LIBRARY**

The Flemington Free Public Library is located at the corner of Main Street and Maple Avenue in the central business district of the Borough. The library was established in 1910 and sits within a building that was expanded in 1938 and 1968. The library circulates approximately 58,600 items per year. In addition to its book collection, the library's holdings include periodical magazines and newspapers, audio cassettes/CDs and video cassettes/DVDs. Library members may also rent video games through the library's association with the Mediatech Foundation. The library operates a number of programs for children including storytelling programs, a summer reading club, crafts and a lunch and story club. The library is independent but has a reciprocal agreement with the Hunterdon County Library system.

### **FLEMINGTON - RARITAN FIRST AID AND RESCUE SQUAD**

The Flemington - Raritan First Aid and Rescue Squad is a combination volunteer and career emergency medical and rescue service provider that serves Flemington Borough, Raritan Township, and parts of Readington and Delaware Townships. The squad was established in 1952 and now has over 60 members. Calls include rescues in conjunction with their respective fire departments, auto accidents, medical traumas and other situations requiring ambulance services. The squads average response time is under eight minutes to emergency calls. The rescue squad has four ambulances, two sport utility vehicles, a collapse rescue truck, a heavy rescue truck, technical rescue trailer, rescue boat and a water rescue vehicle. The rescue squad building is located on Reaville Avenue.

## **MUNICIPAL BUILDING**

The Flemington Borough Municipal Building is located at 38 Park Avenue in the west-central portion of the Borough. The building currently houses all municipal administrative functions except court and police. The building as currently configured contains 2,420 sf. of space. The Borough Municipal Building is in need of expansion. Clarke Caton Hintz has previously undertaken a space needs analysis for the main functions contained within the building.

The Borough has considered expanding the existing municipal building or constructing a new facility on a separate site such that all municipal functions including the Police Department can be located together. In total, the space needs analysis has determined that a total of 8,500± sf. is needed for all municipal functions.

The municipal court is shared with Raritan Township and the court is held at the Raritan Township Municipal Building.

## **FLEMINGTON POLICE DEPARTMENT**

The Flemington Borough Police Department is currently housed at 100 Main Street. Currently the staff totals 16, which includes officers, administrative staff and crossing guards. While the size of the department is currently satisfactory for the foreseeable future, increases may be needed if the Borough grows.

## **FLEMINGTON FIRE DEPARTMENT**

The Flemington Borough Fire Department is situated within the Borough municipal building at 35 Park Avenue. The Department consists of 50 volunteer firefighters and has five trucks in its inventory. The five trucks include three pumper trucks, a 105-foot tower ladder truck, and a new incident support unit van.

## **FLEMINGTON/RARITAN REGIONAL SCHOOL DISTRICT**

The Flemington-Raritan Regional School District serves the children of Flemington Borough and surrounding Raritan Township at levels Kindergarten (K) through 8th grade. The school district is structured with four (4) elementary schools serving levels K through 4th grade - Robert Hunter, Barley Sheaf, Francis Desmares and Copper Hill; the J.P. Case Middle School serving the 7<sup>th</sup> and 8<sup>th</sup> grades, and the Reading-Fleming Intermediate School, serving 5<sup>th</sup> and 6<sup>th</sup> grades. Students in 9th through 12th grade attend the Hunterdon Central High School. The Reading-Fleming Intermediate School is within the municipal boundaries of the Borough and is located at the corner of Allen and Court Streets. The Reading-Fleming Intermediate School has a functional capacity for 1,000 students and currently has a current enrollment of 774 students.

## **PARKS AND RECREATION**

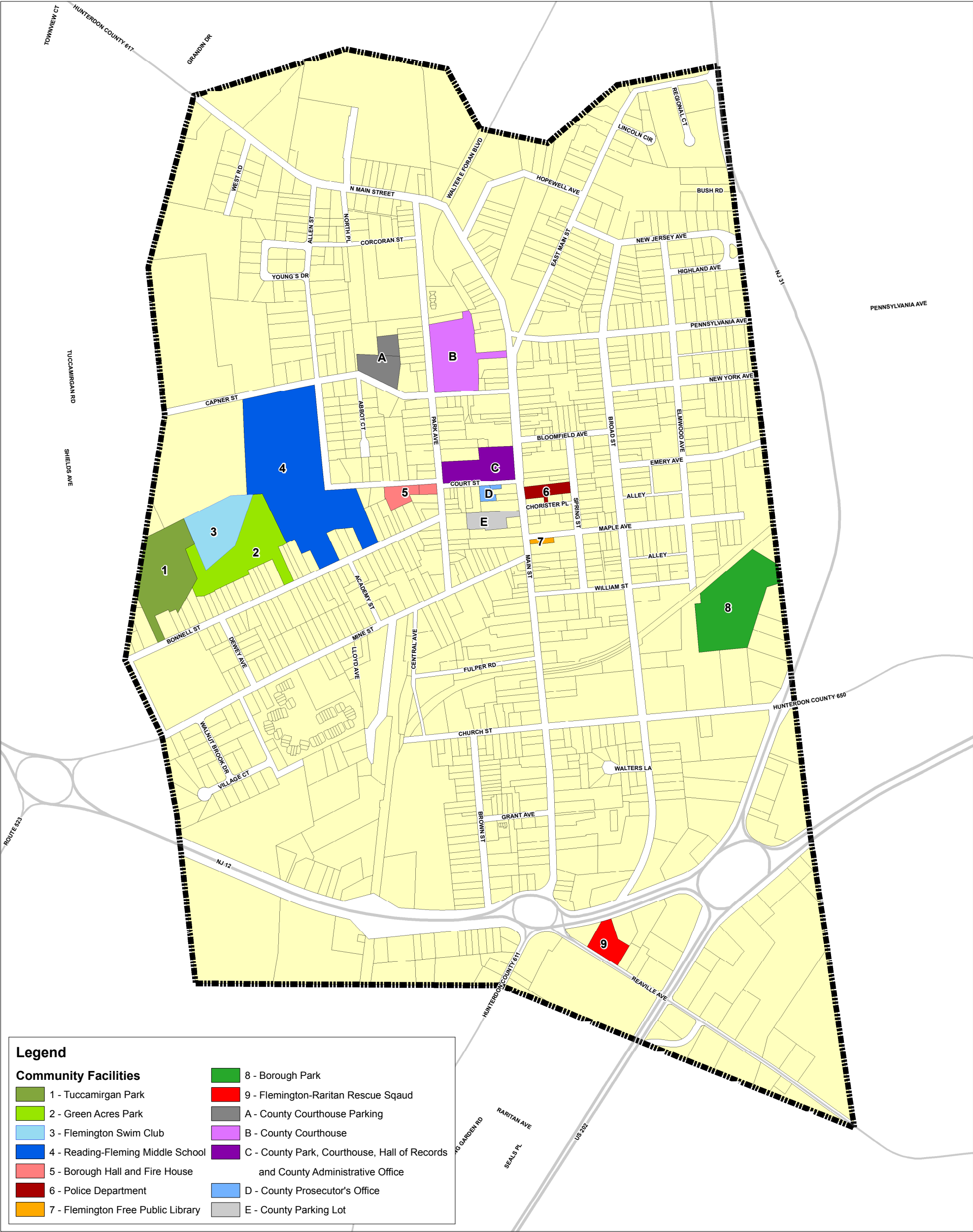
There are five (5) park and recreational facilities within the Borough. Tuccamirgan Park along Bonnell Street in the western portion of the Borough consists of 5.35 acres. It is used mostly for passive recreation and one third of it is in forest cover. Green Acres Park is adjacent to Tuccamirgan Park and the Reading-Fleming Intermediate School. It is 5.2 acres in size and again is used for passive recreation. It is almost completely wooded with a portion being in wetlands. The Reading-Flemington Intermediate School consists of 15 acres of which 9 acres approximately are occupied by active recreation fields. Within this area is the Flemington Swim Club (or Flemington-Raritan Community Pool) which is north of the Green Acres Park. Although a private facility it does contribute to the Borough active recreation facilities. Memorial Park is a 6.34 acre parcel adjacent to the Black River & Western Railroad right-of-way on the eastern portion of the Borough. This active recreational site contains several softball/baseball fields. The site should also be considered for a playground.

There is limited parking available for Memorial Park. In the past, the American Legion, located to the east of the park off of Route 31, has allowed visitors to Memorial Park to utilize its parking spaces. However, this property is in the process of being sold, so that it is unclear if parking will continue to be available at this location. To provide additional parking for Memorial Park, a cross-access easement and shared parking was required in conjunction with a development application at the Spice Factory property, located to the south of Memorial Park.

Some of the garden apartment complexes have had private recreational facilities such as pools or tennis courts, which had fallen into disrepair or were underutilized and then removed. However, the space on those properties still exists and should be considered in the future for recreational uses such as basketball, volleyball and playground facilities.

## **HUNTERDON COUNTY FACILITIES**

Hunterdon County facilities, while serving a regional need, also provide services to Flemington residents and businesses and their physical proximity is an advantage. The County court operations and jail are located at a new facility at the northeast corner of Park Avenue and Capner Street. Main Street is the location of the Hall of Records and adjacent County administrative offices, both of which have been renovated in recent years. The old courthouse, famously the site of the trial of Bruno Hauptmann in the Lindbergh kidnapping case, has had both its exterior and interior renovated in the last few years. The former jail is attached to the rear of the old courthouse. The County Prosecutor's office and staff are located in the Hunterdon County Justice Complex. The Sheriff's office is housed on Court Street with plans to move to the old jail on Court Street.



## **SUMMARY OF RECOMMENDATIONS**

The Borough should commence planning for the construction of a new municipal building which is sufficiently large to house all municipal functions including administration, court and police department.

## **Historic Preservation Plan Element**

### **INTRODUCTION**

The Historic Preservation Plan Element is intended to establish and maintain policies for the conservation of the history of Flemington as it relates to its people and land. It generally concerns itself with buildings and sites more than 50 years old, however important concerns arise when new buildings are constructed in an historical context. Local efforts in historic preservation fit into a framework developed by the state and federal governments that have created programs designed to coordinate and promote conservation activities. Historic preservation has extended beyond the initial desire to protect buildings where significant persons lived or events occurred to a broader emphasis on preserving the cultural heritage of a community as it has developed over time.

As required for a historic preservation plan element under the MLUL (N.J.S.A. 40:55D-28b(10)), this Historic Preservation Plan Element discusses the location and significance of historic sites and districts, identifies the standards used to assess worthiness for historic site or district identification, and analyzes the impact of other elements of the Master Plan on the preservation of historic sites and districts. The Historic Preservation Plan Element also provides a brief history of Flemington, describes the role of the Historic Preservation Commission, and provides goals, objectives and recommendations for promoting the preservation of the cultural heritage of the Borough.

### **BRIEF HISTORY OF FLEMINGTON**

Flemington was originally part of West Jersey, divided from East Jersey through actions of the English King in 1676. William Penn, better known for his activities in creating Pennsylvania, was granted this land by the Duke of York along with other Quakers. Flemington was originally owned by Penn and Daniel Coxe, two of the Proprietors of West Jersey. An attempt to survey the boundary between East and West Jersey was undertaken by George Keith in 1687 but foundered when he reached the South Branch of the Raritan River at Three Bridges<sup>1</sup>. This was sufficient, however, to undertake a survey of the Flemington area in 1712 but it was not until the John Lawrence survey of 1745 that the boundaries between the two provinces was finally established and successive land claims settled. The earliest settlers arrived in the general vicinity in the 1730's. Not all of the settlers occupied the land legally and squatter's settlements were an early problem for the landowners.

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<sup>1</sup> - This boundary line forms part of the border between Hunterdon and Somerset Counties.

This area was also the site of an important Indian settlement. The chief at the time of the arrival of early settlers was named Tuccamirgen for which one of the Borough's parks is named.

Flemington traces its beginning from Samuel Fleming's purchase of land in and his subsequent construction of a tavern. Fleming Castle, the residence of Samuel Fleming, was built in 1756, and is the oldest extant building in the Borough. Flemington became an important stop for settlers moving westward into Pennsylvania.

Flemington's long settlement and slow growth in this century have aided in preserving a wealth of architectural styles from the Federal to the present. Flemington is known as the home of the famous 19<sup>th</sup> Century Greek Revival architect Mahlon Fisher, and is the site of many of his buildings. Flemington is also known as the location of the Charles Lindbergh baby kidnapping trial in 1935. The concentration of significant buildings in Flemington is one of its greatest assets and forms an integral part of the cultural realm of the Borough.



## HISTORIC SITES AND DISTRICTS

### State and National Register of Historic Places

Fleming Castle was listed on the State Register of Historic Places in 1973. The Borough purchased this historic home in 2005 and it is now operated as the Fleming Castle Museum. The Flemington Historic District, primarily encompassing the central part of the Borough, was added to the State and National Registers of Historic Places in 1980.

### Local Historic District

Prior to the 1997 Master Plan, the Historic District was resurveyed using the original Register application and classified into significant, contributing, non-contributing or modern, encroaching and demolished (since 1980) categories. Based on the resurvey, several outlying properties were proposed to be removed and the central Historic District boundary was refined to eliminate areas with many encroaching buildings and to add several areas with contributing buildings. The resulting Local Historic District is depicted on the accompanying map. As shown on the map, the

Borough's Historic District encompasses both sides of Main Street with significant inclusions along Broad, East Main, and Bonnell Streets. The Historic District also includes Prospect Hill Cemetery on Capner Avenue.

### **Historic Preservation Criteria**

The framework for historic preservation has been codified into a set of criteria used to determine the need and desirability for inclusion in preservation efforts. These criteria include:

1. Whether the site or district has significant character, interest, or value, as part of the heritage of cultural characteristics of the municipality, state, or nation, or is associated with the life of a person significant in the past.
2. Whether the site or district is associated with an event of importance to the history of the municipality, state, or nation.
3. Whether the place reflects the environment in an era characterized by a distinctive architectural style.
4. Whether the building or structure embodies distinguishing characteristics of an architectural style or engineering specimen.
5. Whether the work is one by a designer, architect, landscape architect, or engineer whose design has significantly influenced the historical, architectural, economic, social, or cultural development of the municipality, state, or nation.
6. Whether the site or district contains elements of design, detail, materials, or craftsmanship which possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
7. Whether an area is part of or related to a park or other distinctive location which should be preserved according to an historic, cultural, or architectural motif.
8. Whether an area has yielded, or may be likely to yield, information important to pre-history or history.
9. Lastly, whether the site or district exemplifies the cultural, political, economic, social, or historical heritage of the community.

This set of criteria was developed by the U.S. Secretary of Interior to aid in the designation of historic sites and districts. Any one of the criteria may be conclusive in the decision to protect a site or district.



As discussed above, the historic districts within Flemington were resurveyed prior to the 1997 Master Plan and reclassified into significant, contributing, non-contributing or modern, encroaching and demolished (since 1980) categories. These categories are defined as follows:

**Significant:** Historically significant building based on its own unique characteristics with a clearly distinctive type, period or construction method which may include being the site of an important event or residence of an important person during the period of significance.



**Contributing:** Building contributes to the integrity of the historic district through distinguishable architectural characteristics - also built during the period of significance.

**Non- Contributing or Modern:** Indirectly contributes to the historic district -built during the period of significance, but as a result of additions or alterations no longer has distinguishable historic characteristics *or* not built during the period of significance but attempting to be in keeping with the historical characteristics of the district in scale, materials and style.

**Encroaching:** Clearly detracts from the historic integrity of the district - built within the last 50 years without any relationship to surrounding historic structures and does not attempt to achieve any relationship with the surrounding historic structures.

*Demolished* is self-explanatory.

## **HISTORIC PRESERVATION COMMISSION**

The Flemington Historic Preservation Commission (HPC) was established in accordance with §1404 of the Borough's Land Development Ordinance. The HPC is an advisory body which encourages the retention and repair of the design elements of all historic landmarks or district buildings, and ensures that changes in exterior appearance through alteration, demolition, new construction and/or addition, or replacement are accomplished with respect and consideration for the building and its environment. The HPC consists of five members and two alternate members appointed by the Mayor.

The HPC has the following duties and responsibilities:

1. To prepare a survey or surveys of historic sites and districts pursuant to criteria established in such survey;
2. To make recommendations to the Planning Board on the Historic Preservation Element of the Master Plan and on the implications of any other Element on the preservation of historic sites and districts;
3. To advise the Planning Board on the inclusion of historic sites in the recommended capital improvement program;
4. To advise the Planning Board on applications for development;
5. Provide written reports on the application of the zoning provisions of this Ordinance or other land development regulations on historic sites and districts;
6. Provide technical assistance upon request to property owners on the preservation, restoration, and rehabilitation of historic structures;
7. To carry out such other advisory, educational, and informational functions as will promote historic preservation in the municipality.

## **HISTORIC PRESERVATION ORDINANCE**

§1631 of the Borough's Land Development Ordinance sets forth standards for review of development applications or permits affecting historic districts or landmarks. The Historic Preservation Committee has prepared a draft Historic Preservation Ordinance that would amend §1631 by incorporating more detailed design guidelines and providing other updates to the existing regulations. The Borough Council is now reviewing the draft Historic Preservation Ordinance.

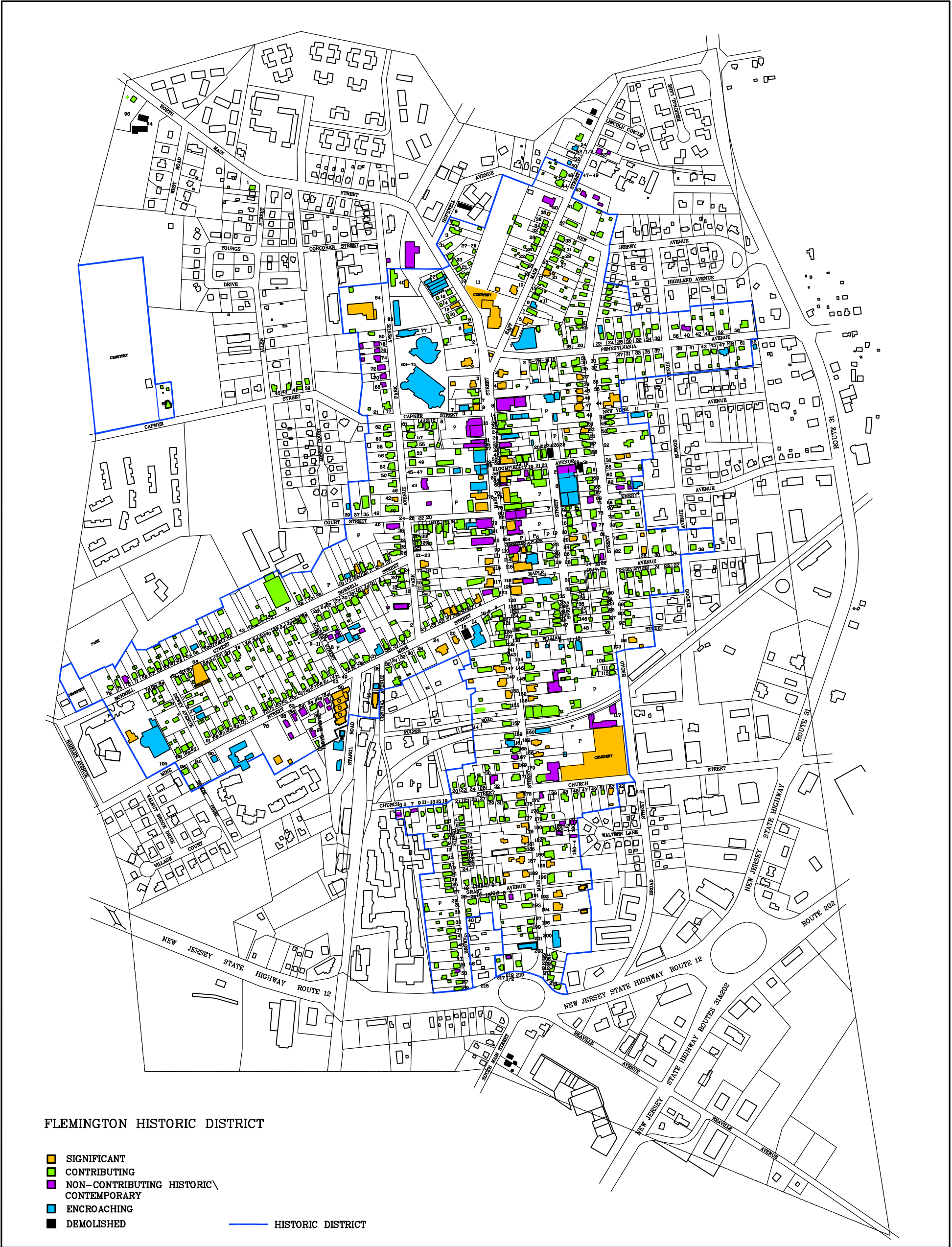
**GOALS AND RECOMMENDATIONS FOR HISTORIC PRESERVATION**

Because of the importance of the Historic Preservation Plan Element, goals and objectives more specifically tailored to preservation are included. Further, several specific recommendations are enjoined to the goals to promote the preservation of the cultural heritage of the Borough.

- I. Locate, designate, protect and maintain Flemington's most important historic sites and district(s).
  - Develop mechanisms to preserve the contexts of historic resources.
  - Continue survey, registration and designation activities of historic buildings with the Borough.
  - Undertake survey, registration and designation activities of historic landscapes and landscape elements.
  - Undertake survey, registration and designation activities of archaeological resources in areas where development is likely to occur.
  - Through design review, tailored to specific historic resources, that conforms to the standards as outlined in the Borough of Flemington's Historic Preservation Ordinance, insure high standards of preservation.
2. Maintain the historic character of Flemington's historic commercial and institutional resources while encouraging their development as commercial and cultural assets.
  - Afford protection through designation.
  - Encourage preservation and adaptive reuse.
  - Encourage archaeological investigation in sites to be developed.
  - Coordinate preservation activities with open space goals and programs.
3. Maintain the historic character of Flemington's historic residential resources while encouraging their development as commercial and cultural assets.
  - Afford protection through designation.
  - Encourage preservation and adaptive reuse.
  - Encourage archaeological investigation in sites to be sites.
  - Coordinate preservation activities with open space goals and programs.

4. Contribute to the improvement of the economy of Flemington by encouraging expenditures for the restoration and/or adaptive reuse of historic buildings for local purposes and to encourage and promote tourism.
  - Work to prevent deterioration and demolition of historic structures.
  - Encourage preservation and rehabilitation of all historic structures in the District to preserve and enhance Flemington's historic character and ambiance, thus encouraging heritage tourism.
  - Encourage construction jobs by promoting preservation efforts.
  - Encourage many types of jobs by revitalizing and maintaining historic commercial areas.
  - Encourage tourism by promoting the historical appeal of Flemington's historic resources and by promoting the rehabilitation of such resources in commercial areas for tourism-related uses.
  - Encourage the preservation of designated non-conforming historic buildings by creating a vehicle to provide expedited zoning variances or exemptions.
5. Enhance Flemington's Historic Preservation Program to foster local interest in and a greater appreciation of and support for historic and archaeological resources.
  - Send out a yearly notice to all property owners in the District informing them of their properties' historic status and the obligation this entails.
  - Develop an educational outreach program to promote preservation awareness in Flemington.
  - Distribute survey findings and documentation to land use boards and the public.
  - Develop mechanisms for publicly acknowledging successful preservation efforts.
  - Assemble and distribute technical information that can assist property owners in appropriately rehabilitating their historic properties.
6. Establish a local incentive program to provide assistance in the preservation of historic resources.
  - Provide local incentives for owners of locally designated historic resources.

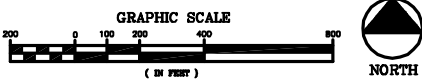
- Update and revise existing zoning code to encourage preservation of Flemington's historic resources, by providing expedited variances or exemptions for non-conforming historic properties.
  - Create a local tax-abatement/reduction program for locally designated historic resources.
  - Establish mechanisms to publicize tax-relief programs.
  - Encourage local lenders to provide low-interest loans for rehabilitation of local historic resources.
7. Integrate historic preservation review criteria and data into the local planning and development review process.
- Establish procedures to make certain that all municipal agencies involved in the planning process are aware of Flemington's historic resources and preservation goals.
  - Make certain that no local ordinances are contrary to preservation goals.
  - Require all public sector planning studies on land use issues to identify the presence of historic resources and the impact of any such proposals on these resources.
  - Prepare historic preservation ordinances consistent with governing state statutes and recent court decisions.
  - Ensure that sign controls are sympathetic to the historic district.



FLEMINGTON HISTORIC DISTRICT

- SIGNIFICANT
- CONTRIBUTING
- NON-CONTRIBUTING HISTORIC
- CONTEMPORARY
- ENCROACHING
- DEMOLISHED

HISTORIC DISTRICT



2010 FLEMINGTON MASTER PLAN UPDATE

Historic District

Flemington Borough, Hunterdon County, NJ May 2010

Clarke Caton Hintz  
Architecture  
Planning  
Landscape Architecture

## **Utilities Plan Element**

The Utilities Plan Element requires an analysis of the need for future water supply, stormwater management, sewerage and waste treatment and drainage, solid waste and flood control facilities. In addition, this element addresses the issue of location of telecommunication facilities.

### **WATER SUPPLY AND DISTRIBUTION**

The attached map shows the public community locations and well head protection areas. Currently Well #6 is offline, awaiting further treatment. The Borough's wells are at over-capacity. Therefore, other well locations are being considered for drilling to accommodate future demand, but future capacity cannot be projected until it is known how much water the new wells will yield. Other water supply solutions should be considered as well. The Borough does have an agreement with Elizabethtown Water Company (New Jersey American Water) for emergencies only. That emergency inter-connection is with Well #4.

### **STORMWATER MANAGEMENT**

The Stormwater Management Plan was prepared by Van Cleef Engineering Associates for the Borough and was adopted in 2005 in accordance with New Jersey Department of Environmental Protection standards and regulation. It is still in force.

### **WASTEWATER MANAGEMENT**

The entire Borough is within the wastewater treatment area. The sewerage collection system was first installed in the mid-1800's and expanded over the years to include newer development. The entire system is a gravity system consisting of mainly 8", 10", 12", 18" and 20" pipes. The treatment is handled by the Raritan Township Municipal Utilities Authority (RTMUA), which treatment works are located outside of the Borough. The average daily flow in 2008 from Flemington was 880,000 gallons per day (MGD).

The Borough is under contract with the RTMUA to treat 1.3 MGD which should meet future development potential in the Borough.

### **DRAINAGE AND FLOOD CONTROL**

Drainage and flood control is managed by the Borough through a stormwater facilities system (reference the Stormwater Management Plan). Flemington has an adopted flood control ordinance consistent with the Federal Emergency Management Agency (FEMA) requirements.

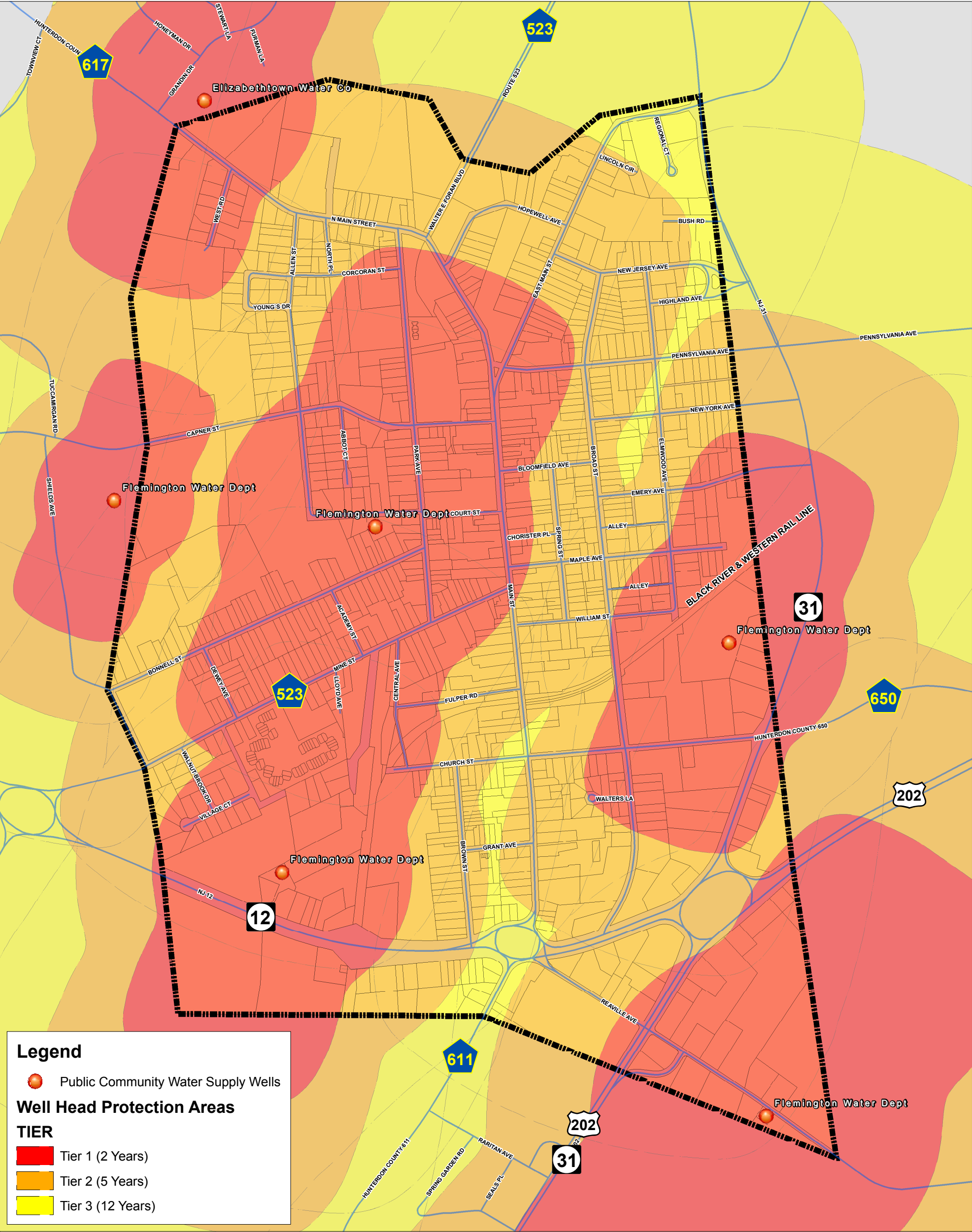


## **WIRELESS TELECOMMUNICATIONS FACILITIES**

Currently, telecommunications facilities are located on existing buildings or the Borough's water tower. It is the policy of the Borough to require collocation of telecommunication antennae on those existing buildings or public structures, and only to permit free-standing cell towers on properties in the Highway Retail or Super Shopping Overlay Districts to protect the historic character of Flemington.

## **SOLID WASTE**

Solid waste removal is handled by Premier Central Jersey Waste under contract with Flemington. The contractor hauls all private residential properties including garbage and recyclables. Commercial properties are handled by private contracts with different waste removal companies. Recycling should become mandatory for all properties including business uses.



# Well Head Protection Areas