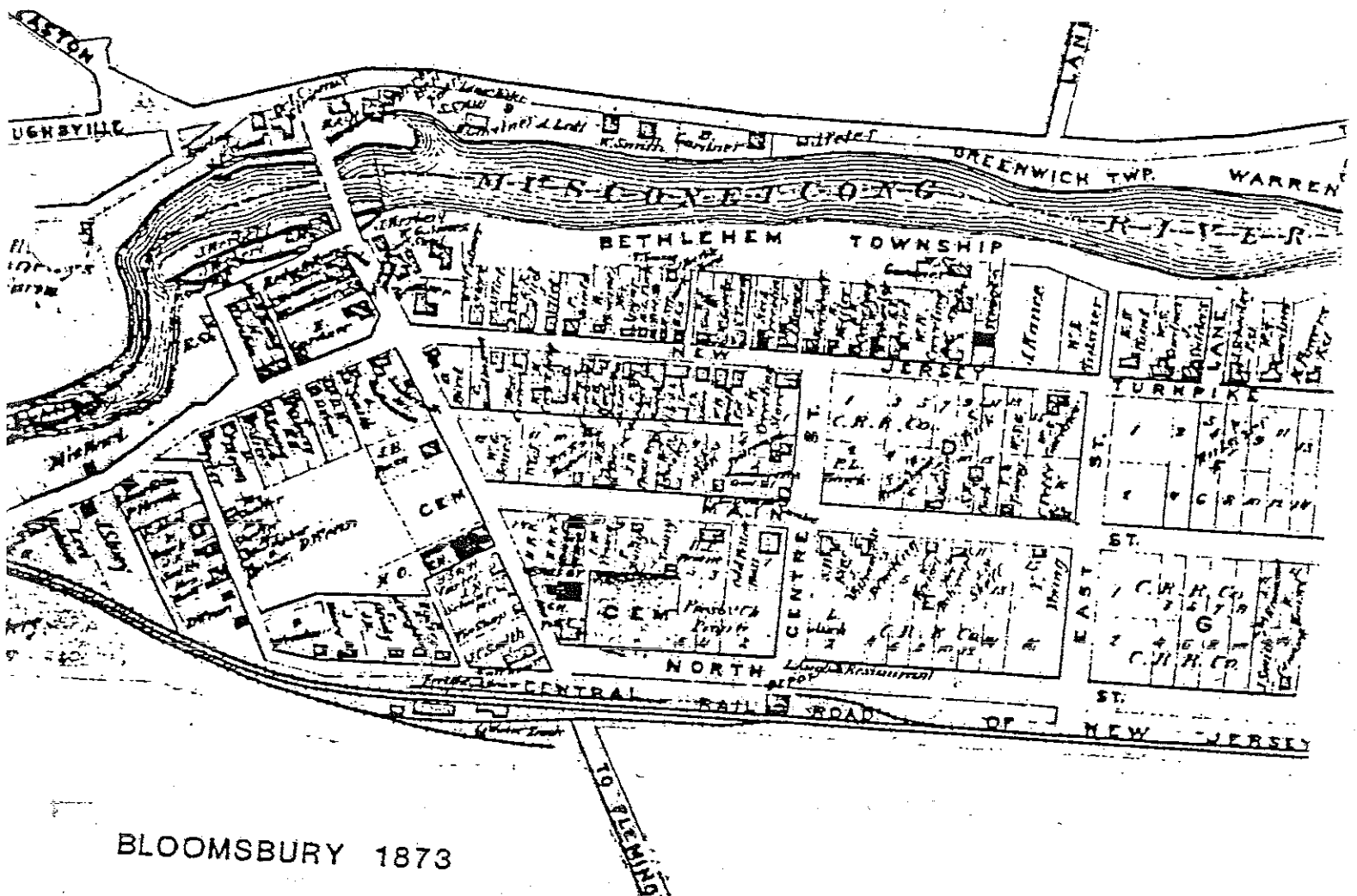


BOROUGH OF BLOOMSBURY NEW JERSEY

MASTER PLAN 1979



MUSIAL / GUERRA

ARCHITECTS - PLANNERS P.A.

Elizabeth, New Jersey

BOROUGH OF BLOOMSBURY

MASTER PLAN

AUGUST, 1979

Prepared by:

MUSIAL/GUERRA

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125 Broad Street

Elizabeth, New Jersey 07201

BOROUGH OF BLOOMSBURY
Hunterdon County, New Jersey

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Borough Engineer - Leo Santowasso

BOROUGH OF BLOOMSBURY .

MASTER PLAN

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I INTRODUCTION

A. Definition and Development of the Master Plan

The overall objective of a Master Plan is to provide a body of facts, conclusions, and recommendations that will serve as a guide for a municipality in land-development decision-making.

The preparation of a Master Plan is only the first phase of a rational planning process. Much effort is required to attain the goals of a Master Plan as expressed by the community. The implementation of the proposals contained in a plan depends on the preparation of a capital improvements program and the coordination of efforts among the Planning Board members, other municipal boards, and the governing body.

To accomplish comprehensive planning at the municipal level, New Jersey State law requires that a Master Plan be prepared. Such a plan should serve as an aid to control land use and should serve to guide changes in a community by resolving community conflicts, anticipating needs, protecting community resources, and providing functional guidelines for development. The plan is an instrument of the Planning Board which has the sole responsibility for presenting the plan to the public and adopting it after a public hearing.

The Master Plan was prepared in accordance with the New Jersey Municipal Land Use Law (Chapter 291, Laws of New Jersey, 1975) which specifies that a Master Plan must contain the following seven elements: land use, housing, circulation, utility services, community facilities, recreation, and conservation.

The land-use element is binding on the Mayor and Council since the law requires that the zoning ordinance be in substantial compliance with the land-use element.

The plan proposals of the land-use element can be overridden only by a majority vote of the full membership of Council, with substantiating reasons given for such action. The remainder of the Master Plan elements, including circulation, community facilities, recreation, and conservation, are recommendations by the Planning Board to the Borough Council, but are not binding under the Municipal Land Use Law.

This is the initial Master Plan for the Borough. It was prepared with the aid and cooperation of Bloomsbury's Planning Board, Borough Engineer, Clerk, and many other municipal officials. Hunterdon County Planning Board and Board of Taxation also provided assistance.

B. Statement of Goals

The New Jersey Municipal Land Use Law requires that the preparation of a Master Plan should be based on goals which have been formulated by the community. The Planning Board of Bloomsbury, in conjunction with the consultants, formulated the statement of goals. The following list of goals describes the physical social, economic, and aesthetic elements of the Borough which should be preserved, promoted, and improved by using the Master Plan as a guide.

1. Maintain the village/rural ambience of the Borough of Bloomsbury.
 - A. Concentrate new development in proximity to existing development.
 - B. Promote the establishment of community-oriented commercial activity.
 - C. Promote the establishment of quality highway-oriented commercial activity.
2. Encourage residential development that respects the ecological balance, existing housing, and the historic quality.
3. Improve and promote efficient traffic circulation throughout the Borough.
4. Maintain utility service at the proper level to provide for the existing population and anticipated growth.
5. Provide community facilities that adequately serve the Borough's needs for efficient public service.
6. Promote the development of passive and active recreation areas within the Borough.
7. Establish conservation areas which would help to preserve ecologically sensitive and valuable locations and preserve the Borough's historic quality.

C. History of the Borough

As early as the mid- to late-1700's, the first manufacturing establishments were operating in what is now Bloomsbury. These included a sawmill and a furnace where "blooms," spongy masses of wrought iron, were made from the iron ore which was mined from the nearby Musconetcong Mountain.

During the 19th century, Bloomsbury was a part of Bethlehem Township. Although Dutch and German settlers began settling the Township during this period, the land presently occupied by Bloomsbury contained at least five houses and a farm as late as 1832. As of 1829, a mail coach provided service to the village three times a week; by 1852, the Jersey Central Railroad's Phillipsburg to Elizabethtown route provided the first train service for Bloomsbury. From 1875 to 1925, Bloomsbury was a self-sufficient town which contained more shops and businesses than exist in the Borough today. In 1905, Bloomsbury became a separate municipality from Bethlehem Township by incorporating as a Borough.

Public education has been provided to school children in Bloomsbury since the 1800's. The first school was a two-room wooden structure on Brunswick Avenue; the second school, built in 1886, was a brick structure containing four classrooms. The present school, located on the corner of Main and Church Streets, was erected in 1936 and houses kindergarten through eighth grade students in its nine classrooms.

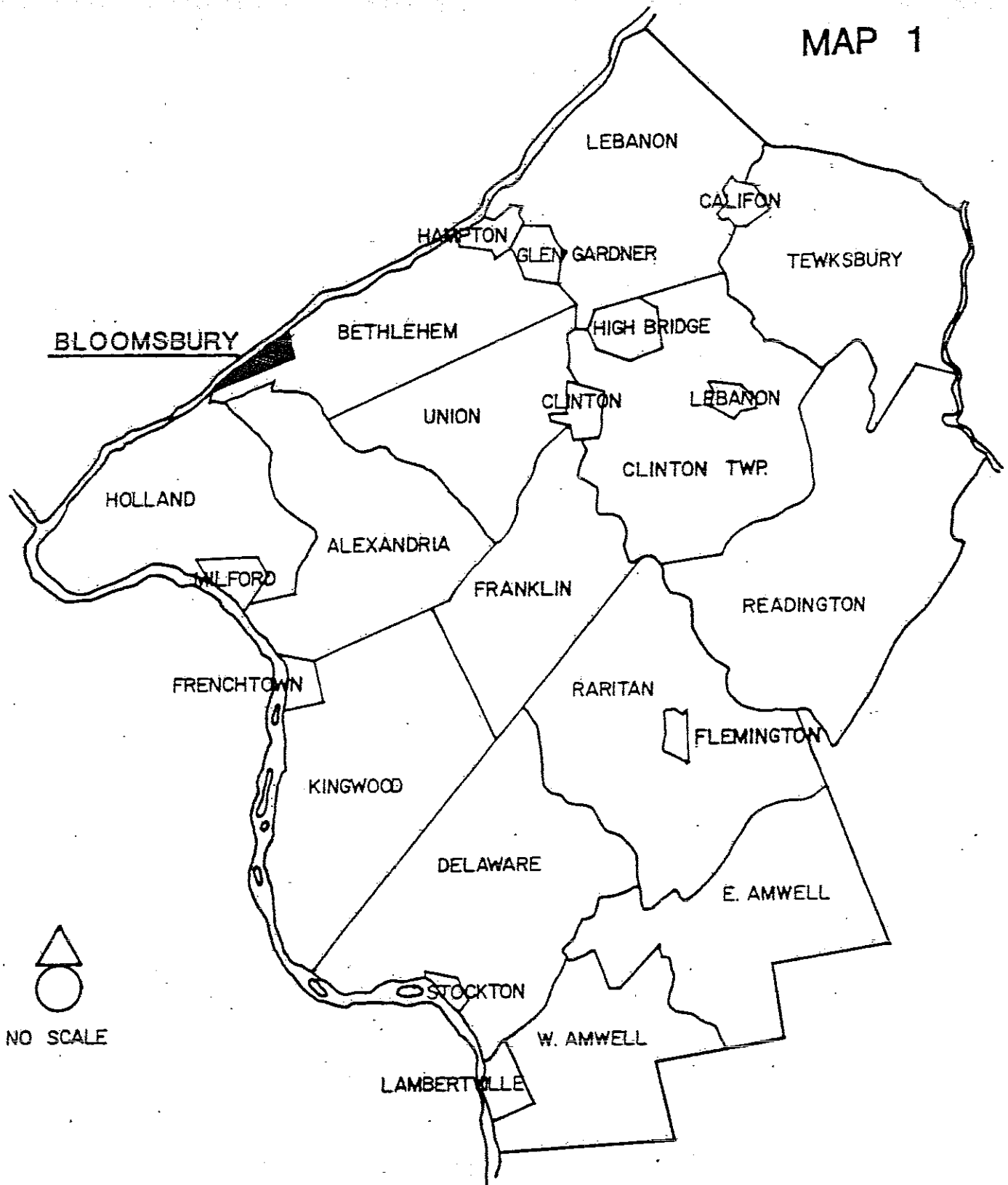
D. Regional Location

Bloomsbury is situated on the banks of the Musconetcong River on the northwestern edge of Hunterdon County, New Jersey. The Musconetcong separates the predominantly rural counties of Hunterdon and Warren and flows into the Delaware River a few miles south of Bloomsbury.

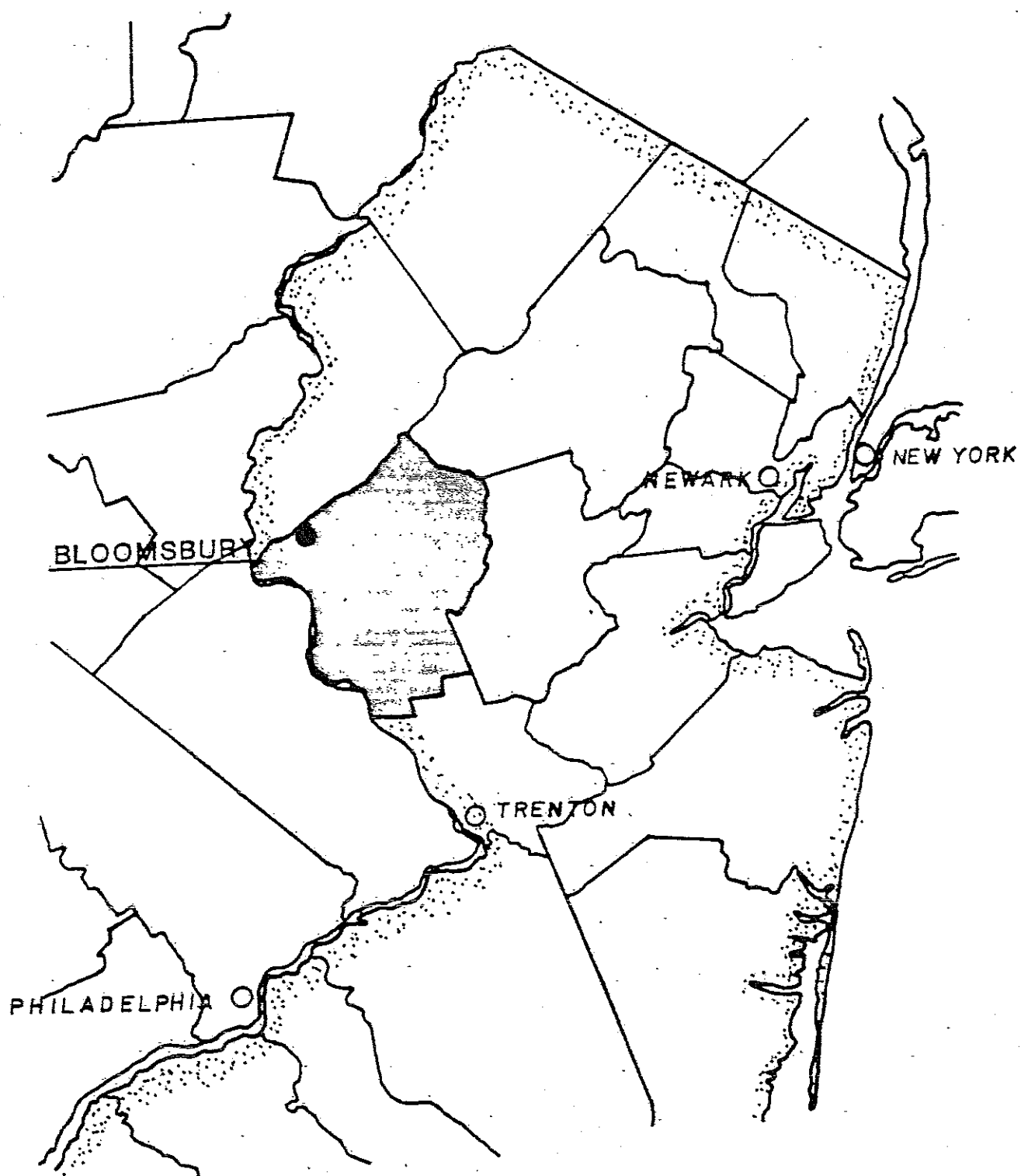
Bethlehem Township borders Bloomsbury on three sides, while the Musconetcong River on the north serves as the Borough's fourth border. Other rural townships near Bloomsbury include Holland, Alexandria, and Bethlehem in Hunterdon County and Greenwich Township across the Musconetcong in Warren County.

Interstate Highway 78 and U.S. Route 22 pass through the northern portion of the Borough, providing easy access to the nearby cities of Phillipsburg, New Jersey, and Easton, Pennsylvania. These major thoroughfares also make the New York metropolitan area accessible to the Borough (Maps 1 and 2).

MAP 1

REGIONAL LOCATION
HUNTERDON COUNTY

MAP 2



REGIONAL LOCATION
METROPOLITAN AREA

MUSIAL / GUERRA

II EXISTING CONDITIONS

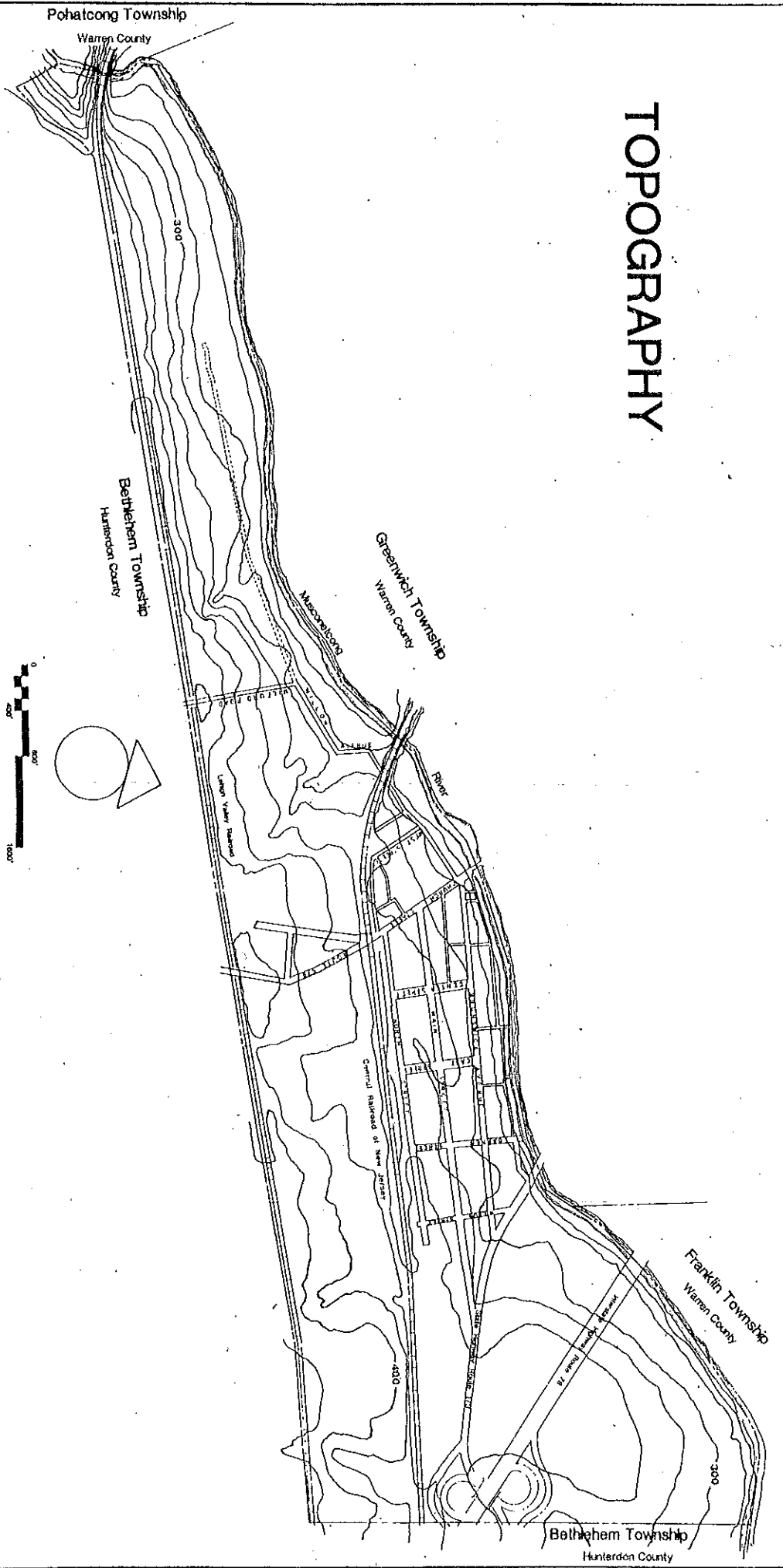
II EXISTING CONDITIONS

A. Physical Characteristics

1. Topography

The Borough of Bloomsbury generally lies between the Musconetcong River and the Musconetcong Mountains. Elevations range from about 260 feet above sea level at the river on the northern border, to approximately 420 feet on the southern Borough line (Map 3). The mountain peaks a short distance from the southern border at the common Bethlehem and Alexandria Township lines at an elevation of between 800 and 900 feet. The western portion of the municipality has the steepest topography, while the area in the vicinity of Interstate Highway 78 is the most level.

TOPOGRAPHY



MAP 3
Borough of Bloomsbury
Hunterdon County New Jersey

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2. Soils

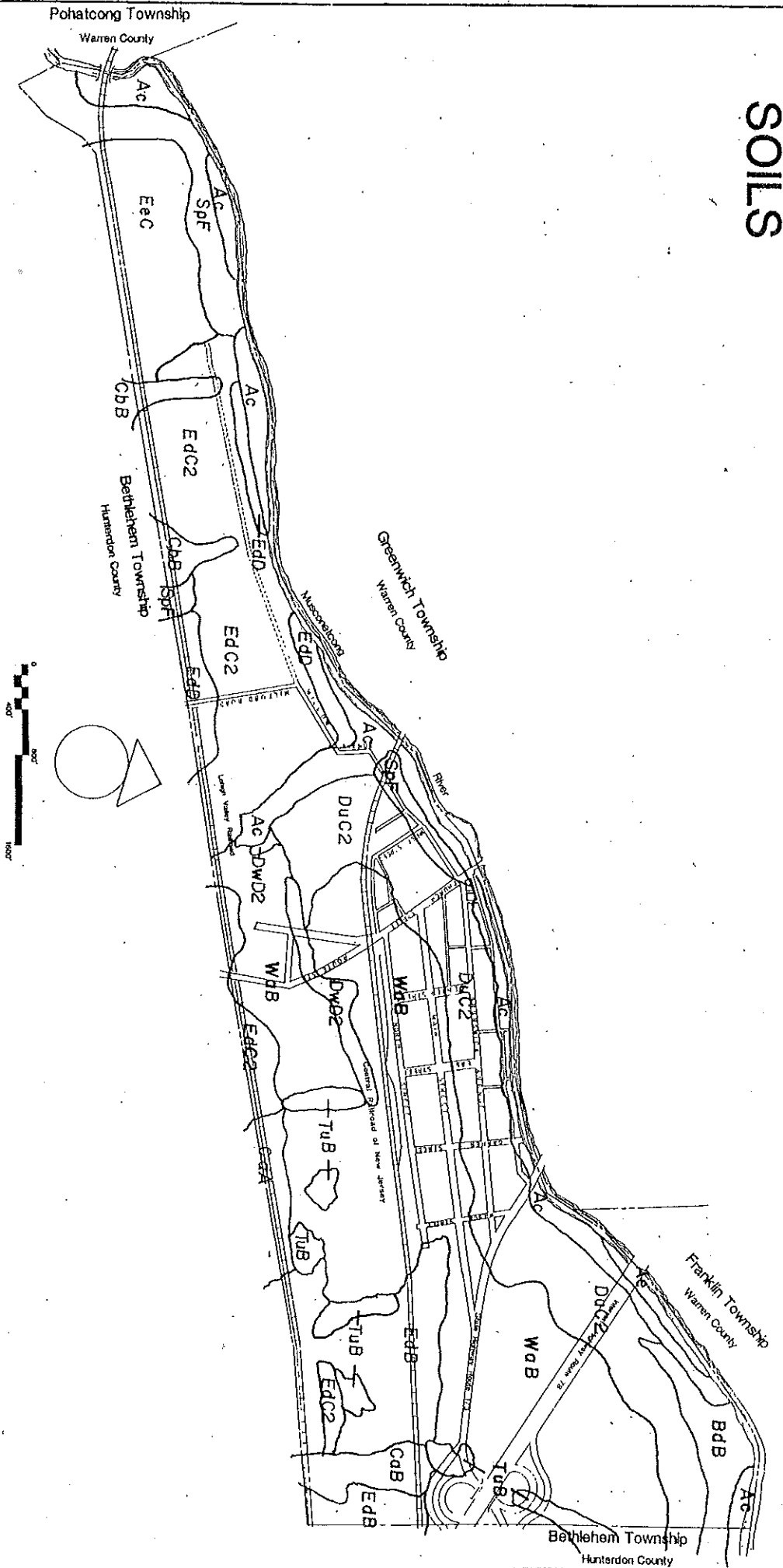
The Soil Conservation Service of the United States Department of Agriculture conducts soil surveys to learn what kinds of soils are in a region, where they are located, and how they can be used. Such information can be applied in managing farms and woodlands, in selecting sites for roads and buildings, and in judging the suitability of parcels of land for agricultural, industrial, residential, and recreational use.

There are several classifications of soils in Bloomsbury based on characteristics of the slopes, streams, natural vegetation, rocks, and composition of the soil (Map 4). Tables 1 and 2 identify all of the soil types in Bloomsbury. Table 2 should be used in conjunction with the Soils Map. That table lists the limitation for various types of activities on all of the soils located within the Borough.

Washington loam, with slopes of 2% to 6% (WaB), is the predominant soil type found in the center of the Borough, south from Main Street to the tracks of the Lehigh Valley Railroad, and in the east central portion of the Borough surrounding the I-78 interchange. The limitations are slight for such uses as foundations for dwellings, onsite disposal of sewage effluent, sanitary landfill, cemeteries, campsites, lawns and landscaping, and picnic areas. Moderate limitations exist for local roads and parking lots due to a potential for frost action and also for athletic fields due to the slope.

Extending from the northeastern portion of the Borough to the north central portion and adjacent to the Washington loam area is Duffield silt loam which is sloped from 6% to 12% and has eroded soil conditions (DuC2). This area has only slight

SOILS



MAP 4

Borough of Bloomsbury

Hunterdon County

New Jersey

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TABLE 1
SOIL TYPES
BOROUGH OF BLOOMSBURY

<u>ABBREVIATION</u>	<u>SOIL TYPE</u>
Ac	Alluvial land, loamy
Ae	Alluvial land, loamy, wet
Bdb	Birdsboro silt loam, 2 to 6% slopes
CaA	Califon loam, 0 to 3% slopes
CaB	Califon loam, 3 to 8% slopes
CbB	Califon very stony loam, 0 to 8% slopes
DuC2	Duffield silt loam, 6 to 12% slopes, eroded
DwD2	Duffield very rocky silt loam, 12 to 18% slopes, eroded
EdB	Edneyville gravelly loam, 3 to 8% slopes
EdC2	Edneyville gradelly loam, 8 to 15% slopes, eroded
EdD	Edneyville gravelly loam, 15 to 25% slopes
EeC	Edneyville and Parker extremely stony loams, 3 to 15% slopes
SpF	Steep stony land, Parker Material
TuB	Turbotville loam, 2 to 6% slopes
WaB	Washington loam, 2 to 6% slopes

TABLE 2

SOIL LIMITATIONS ON SELECTED USES

Slight



Moderate



Severe

SOIL	Disposal of Sewage On-Site	Dwelling Unit Foundations		Local Roads	Parking Lots	Athletic Fields
		With Basement	Without Basement			
AC	●	●	●	●	●	●
AE	●	●	●	●	●	●
Bdb	○	○	○	○	◐	○
CaA	◐	◐	◐	●	●	●
CaB	◐	◐	◐	●	●	●
CbB	●	●	◐	●	●	●
DuC2	○	○	○	◐	●	●
DwD2	●	●	●	●	●	●
EdB	◐	◐	○	◐	◐	●
EdC2	◐	◐	◐	◐	●	●
EdD	●	●	●	●	●	●
EeC	●	◐	◐	●	●	●
Spf	●	●	●	●	●	●
TuB	●	●	◐	●	●	◐
WaB	○	○	○	◐	◐	◐

limitations for dwellings, cemeteries, sanitary land fills, and onsite disposal of sewage effluent. There are moderate limitations for lawns and landscaping, picnic areas, and campsites because of the strong slopes, and for local roads because of a potential for frost action. In addition, severe limitations exist for the use of parking lots and athletic fields, also due to the steep slopes.

The Edneyville series, which consists of deep, gently sloping to steep, well-drained, gravelly soils, is predominant in the western portion of the district. Depth to bedrock is about $3\frac{1}{2}$ feet and erosion control is needed. The two soils of this series which cover most of the area are Edneyville gravelly loam which is sloped from 8% to 15% (EdC2) and Edneyville and Parker extremely stony loams with 3% to 15% slopes (EeC). There is also some acreage with Edneyville gravelly loam with 15% to 25% slopes (EdD); this combination of soil and slope presents a severe erosion hazard. Much of the EdC2 remains in agricultural use; the EeC acreage is heavily wooded.

The limitations for uses on the two predominant areas in the Edneyville series are mostly moderate to severe. More specifically, the EdC2 area has moderate limitations for dwellings, lawns and landscaping, local roads, picnic areas, campsites, and onsite disposal of sewage effluent. Severe limitations exist for parking lots, athletic fields, sanitary landfill, and cemeteries. Most of the EeC area has severe limitations for all the above uses except for dwellings, where moderate limitations exist due to the extremely stony soil.

Along the Musconetcong River, which serves as the Borough's northern border, there is alluvial land with loamy soil (Ac). Since this land is nearly level and is on a flood plain, it is subject to frequent overflow, particularly in early spring.

Understandably, there are severe limitations for most uses due to the flooding potential. There are moderate limitations for lawns and landscaping and for picnic areas.

This discussion of the major soils in the Borough and the potential consequences of their development should serve as a general overview of the Borough's soil composition and limitations. Development of specific parcels should be preceded by detailed analyses of the sites' soil, because variations in slopes, depth, stoniness, drainage, and other characteristics affect development costs and environmental factors.

B. Land Use

The Borough of Bloomsbury covers one square mile of land. Its 640 acres are largely undeveloped: 60.6% of the total land area, or 388 acres, is characterized by either woodland, farm land, or vacant lots scattered throughout the developed areas (Map 5 and Tables 3 and 4).

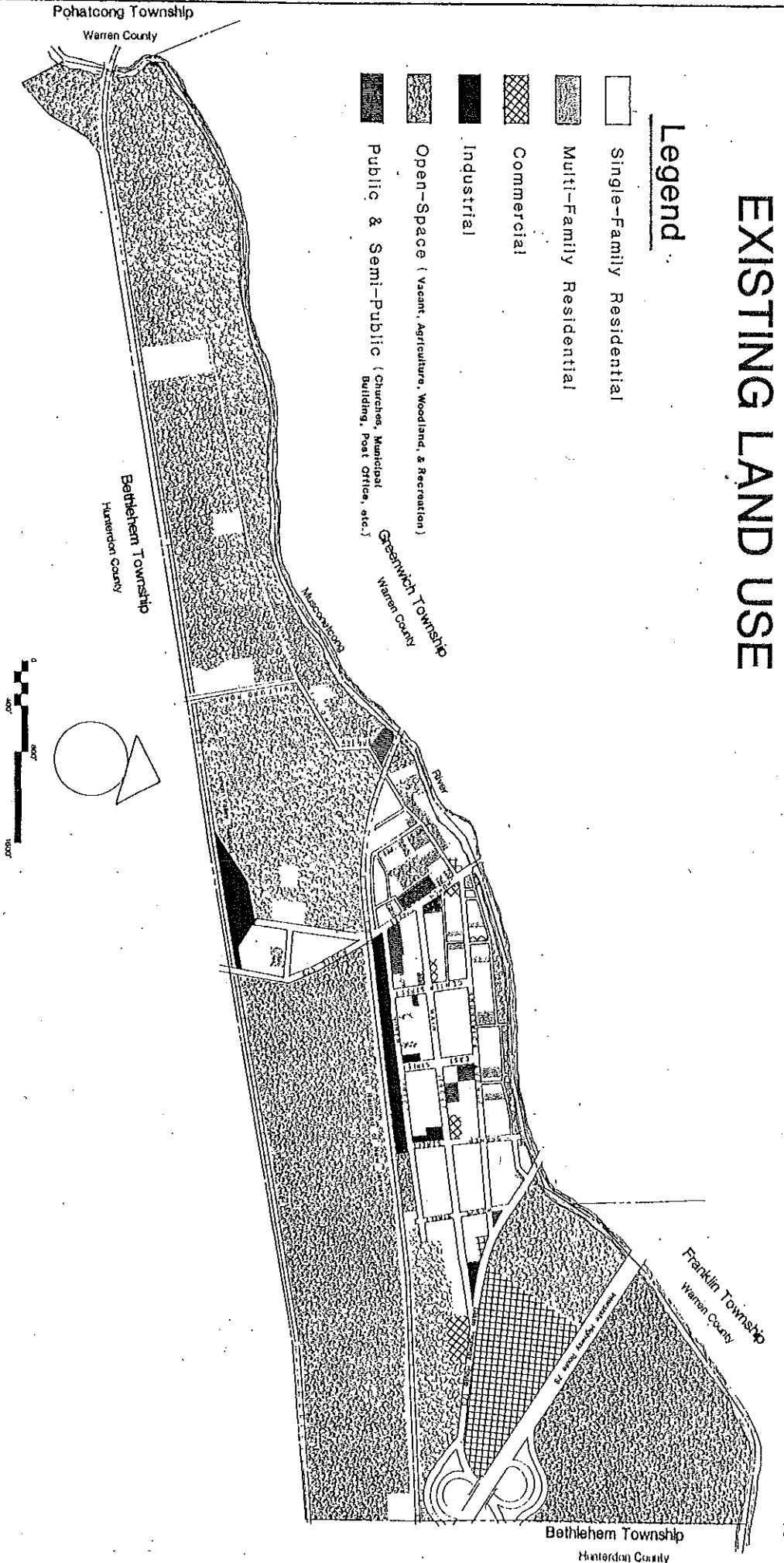
Of the 251.9 acres in the Borough which are developed (39.4% of the total land area), the 71 acres of residential use are the most dominant. The residential area, with Main Street serving as the spine, consists mostly of single-family homes on tree-lined streets. There are several two- to four-family structures scattered throughout the residential district, and there is one apartment building (the former Bloomsbury Hotel) which contains eight dwelling units. Although the bulk of this housing stock was built during the 1830's through the 1880's, most of the structures are well-maintained and appear to be structurally sound.

Most of the circulation system is comprised of residential streets, and the land used by streets and roads consists of everything from dirt roads to an interstate highway. This highway, I-78, cuts through the northeast corner of the Borough, away from the quiet residential streets. Two railroad lines, the Lehigh Valley Railroad and the Central Railroad of New Jersey, occupy 57 acres, or 9% of the Borough's land area. The remaining 5.3% of the developed land in the Borough is devoted to commercial, industrial, semi-public, and public land uses. The 21 acres of commercial land is dominated by the 12-acre Union 76 restaurant/truck service station which is adjacent to the Bloomsbury exit on I-78. The main office of the Citizen's Bank is also located in this part of Bloomsbury. A few other commercial establishments are scattered throughout the Borough, most of which are situated on the lower end of Church Street near the Musconetcong River bridge. Table 5 lists the type of commercial establishments in Bloomsbury.

EXISTING LAND USE

Legend

-  Single-Family Residential
-  Multi-Family Residential
-  Commercial
-  Industrial
-  Open-Space (Vacant, Agriculture, Woodland, & Recreation)
-  Public & Semi-Public (Churches, Municipal Building, Post Office, etc.)



MAP 5
Borough of Bloomsbury
 Hunterdon County New Jersey

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TABLE 3

BLOOMSBURY LAND USE

LAND USE	ACREAGE	PERCENT OF TOTAL LAND AREA
<u>Developed Land</u>		
Residential	71.12	11.0%
Commercial	20.90	3.3%
Industrial	8.72	1.4%
Public	24.05	2.7%
Semi-Public	3.42	0.5%
Railroads	57.02	9.0%
Roadways and Waterways	73.42	11.5%
TOTAL AREA	251.86	39.4%
<u>Undeveloped Land</u>		
Agriculture		
crop land	140.46	23.0%
pasture land	82.69	12.9%
Woodlands	107.06	16.7%
Vacant	51.14	8.0%
TOTAL AREA	388.14	60.6%
TOTAL LAND AREA	640.00	100.00%

SOURCE: Calculations by Musial/Guerra based on Field Survey by Musial/Guerra, April 1979, and Tax Maps of the Borough of Bloomsbury.

TABLE 4
PROPERTY TAX ASSESSMENT BY LAND USE: 1979

LAND-USE CLASSIFICATION	NUMBER OF PARCELS	ASSESSMENT	PERCENT OF TOTAL ASSESSMENT
Residential (1- to 4-family units)	259	\$ 8,512,000	71.5%
Commercial	15	2,128,850	17.8
Industrial	7	732,750	6.2
Apartment	1	81,700	.7
Farm (regular and qualified)	7	113,675	1.0
Vacant	48	335,725	2.8
TOTAL	337	\$11,904,700	100.0%

SOURCE: Borough Tax Assessor's Office, Files, May 1979

TABLE 5

COMMERCIAL ESTABLISHMENTS IN BLOOMSBURY

SERVICE ESTABLISHMENTS

Bank	1
Beauty Salon	2
Gasoline Station	3
T.V. Repair	1
Restaurant/Truck Stop	2

CONVENIENCE GOODS

Country Store/Delicatessen	1
Pharmacy	1

MISCELLANEOUS BUSINESSES

Advertising Office	1
Funeral Home	1
Gift Shop	1
Hobby Shop	1
Sporting Goods Store	1
Taxidermist	1

Total Commercial Establishments	17
---------------------------------	----

SOURCE: Field Survey by Musial/Guerra
April 1979

The major industry in the Borough is Koh-I-Noor Rapidograph, Inc., which has been located in the Borough since 1938. The firm's facilities occupy about six acres of land between North Street and the Central Railroad of New Jersey. The only other industrial land use in the Borough is the three-acre Agway Fertilizer Blend plant situated along the Lehigh Valley Railroad at the upper end of Lehigh Avenue. These industrial land uses cover 8.72 acres.

Establishments such as churches, hospitals, fraternal organizations, etc., are considered as semi-public land uses. In Bloomsbury, there are $3\frac{1}{2}$ acres of semi-public uses including three churches, two cemeteries, and the Bethlehem lodge.

Since the Borough has such a small land area and population, there does not exist an extensive need for community facilities within the Borough. Certain services are available to Bloomsbury residents through Hunterdon and Warren Counties. These include library services, a public high school, and recreational facilities. An elementary school, a post office, and the Borough Hall (which also houses the headquarters for the Fire Department and Rescue Squad) are housed within Bloomsbury. These facilities plus a Little League baseball field comprise 24 acres of public land in the Borough.

Agriculture land, which includes over 140 acres of crop land and 83 acres devoted to pastures, is the most common land use category of Bloomsbury's 388 acres of undeveloped land. One hundred-seven acres of Borough land is covered by woods, and the remaining 51 acres of vacant land consists of small vacant lots which are scattered throughout the developed land area of the Borough.

C. Demographic Trends: Implications for Housing

1. Population Trends

Considering Hunterdon County's 26 municipalities, Bloomsbury is one of only five municipalities which had fewer than 1,000 people according to the 1970 U.S. Census. In that year, Bloomsbury reported a population of 879, while Stockton Borough had the smallest population in the County, housing 619 people. The most recent official State population report estimated Bloomsbury's 1978 population to be 873.¹ The most recent Hunterdon County population projections suggest that Bloomsbury's population will increase slowly, but steadily, to 1,150 people by the year 2000.²

Looking at the past trends of population growth in the Borough, it can be seen that Bloomsbury has increased in population since 1940, but at a much slower rate than the neighboring townships. For example, during the 1960's, Bloomsbury's population increased by only 4.9%, while Bethlehem, Alexandria, and Holland Townships increased by as much as 27%, 31%, and 44% respectively. This sharp difference is mostly due to the fact that Bloomsbury has such a small land area which has been built up for quite a while, whereas these other townships cover large land areas and have only recently become more accessible to the metropolitan area with the construction of Interstate-78 during the 1960's. The population in Hunterdon County, as a whole, increased by 29% during this same decade (Table 6).

TABLE 6

POPULATION GROWTH

<u>Municipality</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1960-70 % Change</u>
BLOOMSBURY	704	722	838	879	4.9
Bethlehem	791	857	1,090	1,385	27.1
Alexandria	1,186	1,369	1,629	2,127	30.6
Holland	1,150	1,341	2,495	3,587	43.8
Hunterdon County	36,766	42,736	54,107	69,718	28.9

SOURCE: U.S. Census of Population, Calculations by Hunterdon County Planning Board

Most of the population growth in Bloomsbury has resulted more from natural increase (more births than deaths per year) than from in-migration. This is contrary to the situation in Hunterdon County where the population increase resulted more from in-migration than from natural increase (Table 7).

Although there was a natural increase of 14 people in the Borough by 1976 (Table 8), the State estimated the Borough population to be 874 in that year. This would indicate that there was somewhat of a loss of population due to out-migration. However, by the end of 1978, there had been 19 additional residents resulting from natural increase (30 births and 11 deaths). In sum, during 1970 through 1978, there were 123 births and 90 deaths resulting in a natural increase of 33 people in Bloomsbury.

A survey of local realtors³ revealed that Interstate-78 has made Bloomsbury more accessible to many young professionals employed at office/research parks located along Route I-287 in Somerset and Middlesex Counties. In particular, there have been new residents who commute from American Telephone and Telegraph (AT&T) in Basking Ridge and the Prudential Insurance Company in Piscataway. Additionally, they are attracted to Bloomsbury because of the charming quality of the older homes and the relatively affordable price range (\$45,000 to \$70,000). It must also be remembered that when Exxon moves some of its divisions to a new complex in nearby Clifton Township on Route 31, just south of I-78 (construction is scheduled to begin in 1981), both Hunterdon and Warren Counties, including Bloomsbury, will undoubtedly experience development pressures.

TABLE 7

COMPONENTS OF POPULATION CHANGE: 1950-1970

<u>PLACE</u>	<u>POPULATION INCREASE</u>	<u>NATURAL INCREASE</u>	<u>NET IN-MIGRATION</u>
<u>Bloomsbury</u>			
1950-60	116	110	6
1960-70	41	86	-45
<u>Hunterdon County</u>			
1950-1960	11,371	4,167	7,204
1960-1970	15,611	4,580	11,031

SOURCE: N.J. Department of Health, Bureau of Vital Statistics, U.S. Census, 1960 and 1970, Calculations by Hunterdon County Planning Board

TABLE 8
BLOOMSBURY NATURAL INCREASE 1970-1978

<u>YEAR</u>	<u>BIRTHS</u>	<u>DEATHS</u>	<u>NET CHANGE</u>
1970	22	15	7
1971	9	9	0
1972	13	14	-1
1973	13	7	6
1974	8	8	0
1975	17	13	4
1976	11	13	-2
1977	18	4	14
1978	14	7	6
1970 to 1978	125	91	34

SOURCE: N.J. Department of Health, Health Data Services

In 1970, there were 287 housing units located in the Borough. With the 1970 population of 879, they had 3.06 persons per household. The New Jersey Division of State and Regional Planning determined a local need of 24 housing units in 1970. This included needs due to dilapidated, overcrowded and vacant units only. The prospective housing allocation which includes units needed for low- and moderate-income families to 1990, has been determined to be 100 dwelling units.⁴ This need was determined from local deficiencies, regional needs, and the calculated development limits.

2. Income Characteristics

The breakdown of family income, according to 1970 U.S. Census data, reveals that the median family income in Bloomsbury of \$11,217 was slightly below the \$11,337 median reported for Hunterdon County as a whole (Table 4). Only 16.8% of the Borough's families had incomes above \$15,000 as compared to as many as 28% county-wide. On the other end of the income range however, only 5.3% of Bloomsbury's families had incomes below \$5,000, while as many as 29% of all families in Hunterdon County fell into this lower-income category.

More recent income data for Bloomsbury was obtained from the New Jersey Office of Demographic and Economic Analysis, which compiles U.S. Census data on per capita income for every New Jersey municipality. In 1969, Bloomsbury's population had a per capita income of \$3,188, but by 1974, this had risen to \$4,738. These figures are less than those reported for both Hunterdon County as a whole and for the State of New Jersey (Table 10). Assuming that the Borough's median family income increased at the same rate as its per capita income (48.6%), a 1974 median family income of about \$14,900 would result. Since the composition of the population had not changed significantly during those years, most of this increase was, and is, probably due to inflation.

TABLE 9
FAMILY INCOME: 1970

<u>INCOME</u>	<u>BLOOMSBURY</u>		<u>HUNTERDON COUNTY</u>	
	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
Under \$5,000	12	5.3	1,949	11.0
\$5,000 to 7,999	69	30.5	2,663	15.0
\$8,000 to 9,999	18	8.0	2,443	13.8
\$10,000 to 14,999	89	39.4	5,645	31.8
\$15,000 and Over	38	16.8	5,047	28.4
Total Families	226	100.0	17,747	100.0
Median Income	\$11,217		\$11,337	

SOURCE: U.S. Census 1970
 Calculations by Hunterdon County Planning Board

TABLE 10
PER CAPITA INCOME

<u>PLACE</u>	<u>1969</u>	<u>1974</u>	<u>1975</u>	<u>1969-75 % CHANGE</u>
Bloomsbury	\$3,188	\$4,738	\$4,994	56.6
Hunterdon County	\$3,623	\$5,376	\$5,651	56.0
New Jersey	\$3,674	\$5,234	\$5,600	52.4

SOURCE: New Jersey Department of Labor and Industry, Division of Planning and Research, Office of Demographic and Economic Analysis, February 1979.

3. Employment Trends

A look at the employment trends in Bloomsbury reveals that the average annual labor force has increased from 374 people in 1970 to 459 people in 1978 (Table 11). (The labor force includes all Bloomsbury residents who are over 16 years of age and are employed or are seeking employment.) Although the unemployment rate is lower than the State and National rates, it has been fluctuating during the 1970's and is higher than in 1970. The unemployment rate was 1.9% in 1970 and 2.8% in 1978. The impact of the national economic recession of the mid-1970's shows up in the unemployment rates for Bloomsbury. The highest rates were reported in the Borough during 1975 and 1976, whereas 1974 and 1975 were the worst years, employment-wise, in the nation.

The major places of employment in the Borough are Koh-I-Noor Rapidograph, Inc., the Garden State 76 Truck Plaza, and the Agway fertilizer plant. Koh-I-Noor currently employs 274 workers, many of whom live within the Borough. Other employers located in proximity to Bloomsbury are Ingersall Rand and Regal Paper Products.

Table 12 gives a gross look at places of employment for Bloomsbury residents in 1970. Almost 63 percent of the workers were employed in Hunterdon County. Warren County was next with 21 percent of Bloomsbury workers employed there. Just over ten percent of Bloomsbury workers were employed in nearby Allentown-Bethlehem-Easton, Pennsylvania, Standard Metropolitan Statistical Area (SMSA).

TABLE 11
BLOOMSBURY LABOR FORCE: 1970 to 1979

<u>YEAR</u>	<u>LABOR FORCE</u> *	<u>EMPLOYED</u>	<u>UNEMPLOYED</u>	<u>UNEMPLOYMENT RATE</u>
1970	374	367	7	1.9%
1974	-	-	-	2.4%
1975	412	396	16	3.9%
1976	428	411	17	4.0%
1977	442	426	16	3.6%
1978	459	446	13	2.8%
1979**	450	433	17	2.8%

* Bloomsbury Residents over 16 years of age working or seeking work.

** February 1979 figure - all others are yearly averages.

SOURCE: Trenton Field Office of the New Jersey Department of Labor and Industry's Division of Planning and Research, April 1979.

TABLE 12
PLACES OF EMPLOYMENT:
BLOOMSBURY RESIDENTS: 1970

<u>PLACE</u>	<u>NUMBER OF RESIDENTS</u>	<u>PERCENTAGE OF RESIDENTS</u>
Hunterdon County	206	62.6
Morris County	6	1.8
Warren County	69	21.0
Allentown-Bethlehem- Easton, Pa. SMSA	35	10.6
Somerset County	13	4.0
Total	329	100.0

SOURCE: Municipality Supplement to Journey to Work, New Jersey, 1970,
 N.J. Department of Labor and Industry, Division of Planning
 and Research, Office of Business Economics, October 31, 1973.

1. Overview

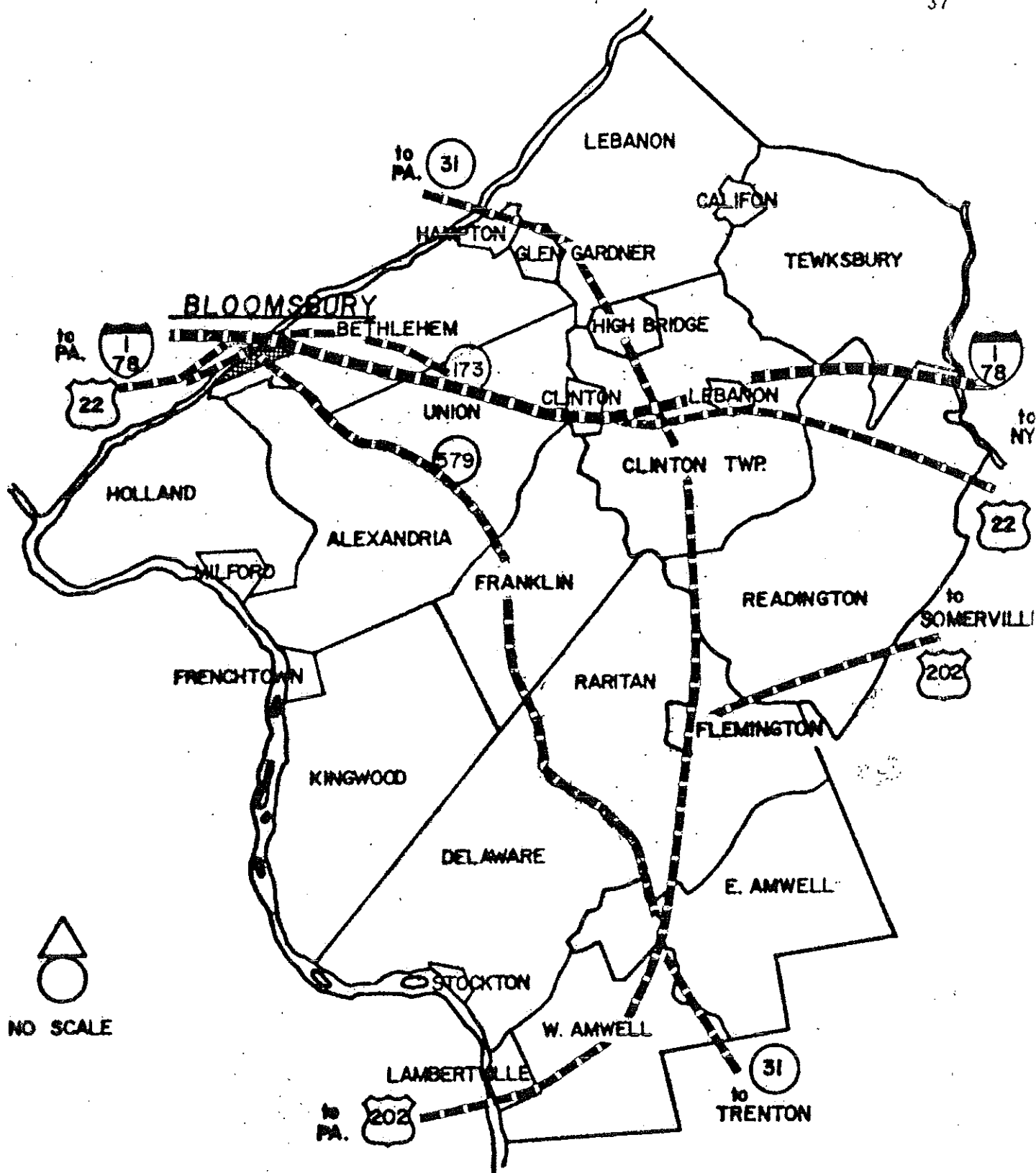
The Borough of Bloomsbury has a variety of roads within its borders. Interstate 78, U.S. Route 22, cuts across its Northeastern border. State Route 173 intersects with I-78 and continues northwesterly crossing the Musconetcong River into Greenwich Township. Hunterdon County Route 579 goes over the Lehigh Valley Railroad tracks and generally travels in a northwesterly direction over the Musconetcong River.

Interstate 78 connects Bloomsbury with Phillipsburg, New Jersey, and Easton, Pennsylvania, to the west and the New York Metropolitan area to the east. Route 173 roughly parallels the Interstate Highway for almost ten miles. County Route 579 terminates in Bloomsbury and crosses the border with Mercer County to the south. The major regional highways that serve Bloomsbury and Hunterdon County are illustrated on Map 6.

Route 173 is classified as a minor collector by Hunterdon County. In spite of its smaller traffic volume, Route 579 is classified as a major collector. These classifications do not exactly correspond to function, but are used for federal funding purposes. The County jurisdiction of Route 579 ends within the Borough at the Central Railroad of New Jersey Mainline tracks. From there to the River, the municipality retains jurisdiction of the road.

There are three major east-west roads that traverse the built-up portions of the Borough. From the northern-most to the southern-most, they are Brunswick Avenue, Main Street, and North Street. In the western portion of the municipality from Church Street to Milford Road, Willow Avenue is the major east-west road.

The major north-south roads, beside Church Street (579) are Milford Road, West Street, Center Street, East Street, Garner Street, and Wilson Street.



MAP 6

REGIONAL HIGHWAYS

MUSIAL / GUERRA

2. Traffic Volumes and Accidents

As can be assumed, both traffic accidents and traffic volume are relatively low in Bloomsbury. Traffic volumes on Interstate 78, State Highway Route 173, and Hunterdon County Route 579 are illustrated on Map 7. The Average Daily Volume (ADV) for I-78 at Bloomsbury was 25,898 vehicles in 1977. There was an ADV of 4,786 vehicles on Route 173 that year, and 733 on Route 579. In 1978, the ADV for County Route 579 increased to 935 vehicles.⁵ The 1977 counts were the most recent available for the interstate and state highways, and there are no traffic counts for the other roads within the municipality. Since traffic to Bloomsbury is directed to Main Street once motorists exit from I-78, it can be assumed that this road receives higher traffic levels than other municipal roads.

Map 7 also notes the location of traffic accidents within the Borough. In 1977, there were 21 accidents in Bloomsbury, none fatal, and four resulting in injuries. Fourteen of the accidents occurred on I-78, and all accidents with injuries occurred on that highway. There were two accidents on state Route 173, and three on County Route 579 (Church Street). Their exact locations are noted on Map 7, along with the other two accidents in the Borough.

The accident on Route 579 nearest the Greenwich Township border seems to point towards one of the road condition problems that will be discussed at greater length in the following section. The accident involved two cars in a head-on collision. It occurred near the narrow bridge which crosses the Musconetcong River. Two-way traffic on the structure is extremely difficult, if not impossible, making it functionally a one-way bridge. This might have been a contributing factor to that accident.

TRAFFIC VOLUME & ACCIDENTS - 1977

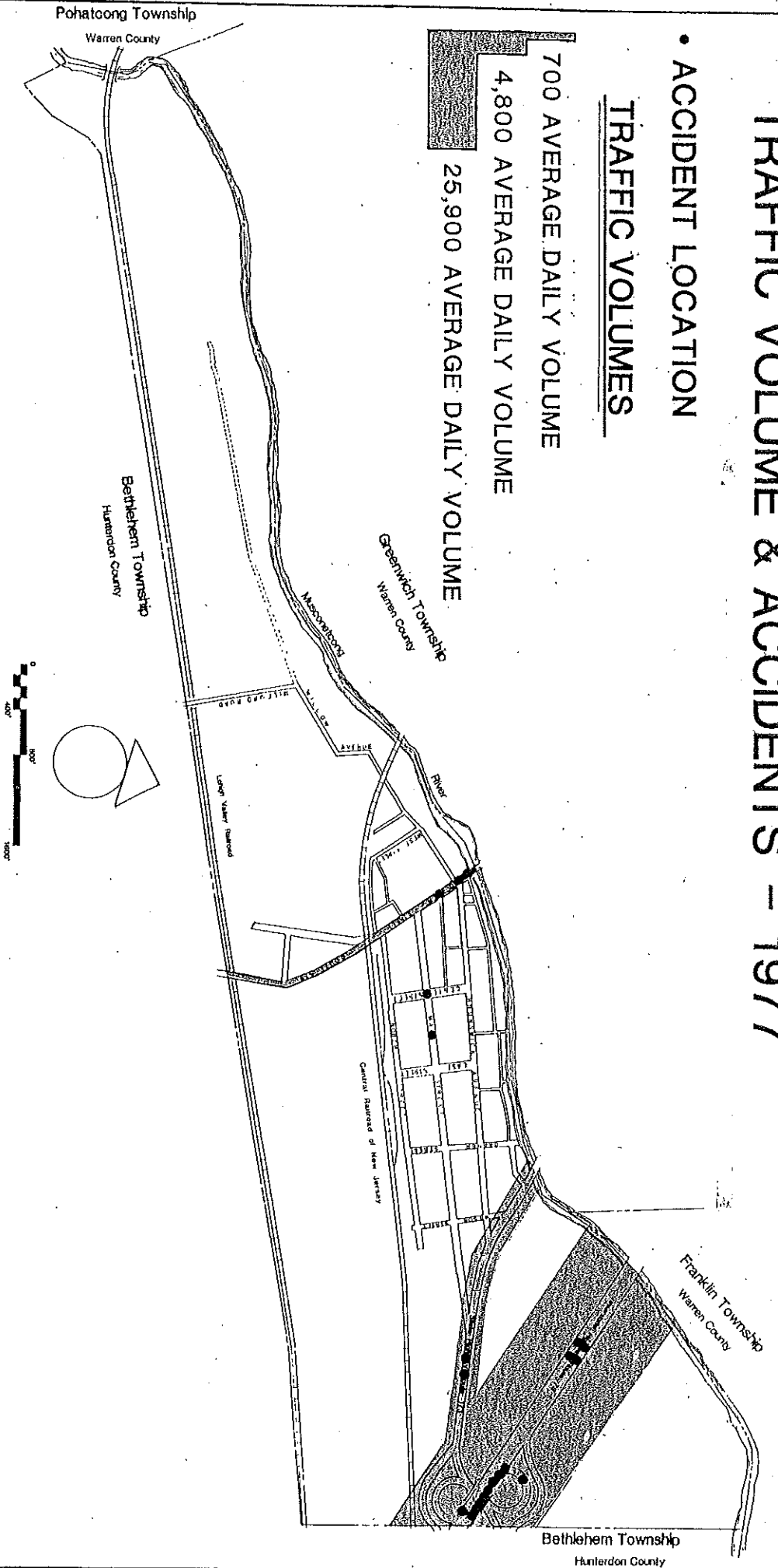
• ACCIDENT LOCATION

TRAFFIC VOLUMES

700 AVERAGE DAILY VOLUME

4,800 AVERAGE DAILY VOLUME

25,900 AVERAGE DAILY VOLUME



MAP 7
Borough of Bloomsbury
Hunterdon County New Jersey

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3. Road Conditions and Parking

Generally, road conditions in Bloomsbury are good. There are some roadways that suffer from problems due to poor drainage. The most notable problem is Willow Avenue south of the Central Railroad of New Jersey tracks. Runoff from the fields to the south empty into a stream, is channeled under the road, enters a ditch parallel to the road, and empties into the Musconetcong River. The road shoulder seems to be eroding and the road surface is buckled and cracked. Milford road also suffers from potholes and cracks.

The portion of Willow Avenue that has poor surface condition, also has a poor and dangerous sight-line distance due to the roads curves. This condition is especially severe in the summer months when the foliage is at its peak. This combination of the sharp curves, deteriorating shoulders, and obstructed views make for a potentially dangerous situation.

During heavy precipitation, there are occasionally problems on the lower end of Church Street near the Brunswick Avenue intersection. The storm drainage pipes under Church Street are of varying sizes, with large pipes emptying into smaller ones. The storm water backs up, and, during the colder winter months when ice forms, a dangerous situation develops. There are other localized drainage problems that can be alleviated in most cases by keeping drainage ways and grates clear of debris and obstructions.

There are also some poor bridge conditions within the Borough. The Church Street (Route 579) bridge over the Musconetcong River is 17 feet wide, much narrower than the road feeding it. The bridge was constructed in 1892 and has a ten ton capacity. There is also a bridge on Route 579, that crosses the Lehigh Valley Railroad tracks. This bridge also has a posted ten ton weight limit. When fire trucks are needed to assist Bethlehem Township, they have to proceed to the Milford Road Bridge in order to cross the Lehigh Valley Tracks.

There are some periodic parking problems in the Borough. When popular activities are planned for the municipal building and fire house, Brunswick Avenue, Main Street, and East Street are often lined with automobiles. This is usually only a one night a week problem. Other on-street parking problems in the Borough are exacerbated by the narrowness of the streets. On the whole, the municipality's parking difficulties are minor, especially when weighed against the costs of attempting to alleviate them.

4. Public Transportation

Public transportation in the Borough of Bloomsbury is not too extensive. There is bus service provided by Transport of New Jersey between Allentown, Pennsylvania, and New York City that stops in the Borough. There are two buses that travel in each direction every weekday and one on weekends and holidays. The trip takes approximately two hours to New York City.

The CNJ Division of Conrail has a train that travels through Bloomsbury, but does not stop within the Borough. The closest stations are in Phillipsburg in Warren County and Hampton in Hunterdon County. There are three trains each weekday in both directions between Phillipsburg and New York City. The federal government has announced a grant of \$31 million for new equipment and upgraded track for the Jersey Central Railroad, now known as the Raritan Valley Line.⁶

There is also a private non-profit corporation, Pioneer on Wheels, providing non-emergency, door to door transportation for the elderly, handicapped, and social service clients in Hunterdon County. The program operates Monday through Friday and requests for service are asked to be made 24 hours in advance.

Hunterdon County also operates a car pool organization service. The Hunterdon County Committee on Public Transportation attempts to match commuters in order to form car pools.

E. Public Utilities

1. Sanitary Sewage

There is no sewage system in the Borough. A system of individual on-site septic tanks are used to treat the sanitary sewage generated within the Borough. Currently, all development within the municipality is constrained by the system. Given the general soil conditions, the Borough Engineer feels the minimum residential lot size should be $3/4$ of an acre due to sanitary waste disposal problems. Individual sites should be examined for their particular soil characteristics before specific determinations are made.

2. Water Supply System

Water is supplied to Borough residents from underground wells, a reservoir in the mountains southwest of the municipality, and the Musconetcong River. There is a water filter plant off Willow Avenue in the western portion of the Borough. Although the system is adequate for the current needs of the population, it is antiquated.

The current filtration system is designed for an output of 150 gallons per minute. This converts to a 216,000 gallons per day rate. The system includes pre-chlorination, a sedimentation tank, a pressure filter, and post chlorination. Once a month, the pressure filter is backwashed, and the residue is discharged into the River. The State Department of Environmental Protection wants this type of practice to cease. Solutions to this problem are currently being considered.

Other than the foregoing, no extensive expansion or improvements are being planned by Borough officials at this time. Over the years however, minor projects have been completed to maintain the system at minimum cost. The Borough Engineer recommends that there be a completely updated water system to possibly include a new source of water supply, new transmission lines, and a new filtering plant.

3. Solid Waste Disposal

Trash collection is provided to Township residents on a once-a-week basis by Kasper Disposal Service. There are also three cleanup days per year when residents can dispose of large items. The service is paid indirectly by the residents through their property taxes. Kasper Disposal Service is currently under a three-year contract with the Borough.

The contractor generally uses two 25 cubic yard trucks to accommodate the refuse. On the special clean-up days, three to four trucks are employed. Both residential and commercial refuse is disposed of by the service. The solid waste is trucked to various land fills in Warren, Morris, and Middlesex Counties, depending on where the trucks are at the time.

F. Community Facilities

1. Public Schools

a. Elementary School

The Bloomsbury School located at 20 Main Street serves kindergarten through grade eight. The original school building, erected in 1936, contained four classrooms, and a small addition was built in 1955 to house the kindergarten. In 1968, a large addition containing five classrooms and a library was constructed. In 1977, a kitchen facility with a walk-in freezer was installed in order for lunches to be served at the school.

The September 1978 enrollment was 113 students, well under its functional capacity of 207 students.⁷ The enrollment has steadily dropped from a high of 188 in 1969-70. Projected enrollments to 1984-85 range from 107 to 119 students in the various school years.⁸

There are ten full-time teachers employed at the school, one administrative principal, and three part-time teachers who instruct music, art, and physical education. There is also a part-time child study team which consists of a psychologist, social worker, and learning disabilities consultants. A part-time nurse visits the school one day per week.

b. High School

Since Bloomsbury does not have its own high school, Borough pupils in grades nine through twelve attend Phillipsburg High School. Bloomsbury is one of five sending districts to that City's high school. The four other school districts which send students to Phillipsburg, all of which are in Warren County, are Lopatcong, Pohatcong, Alpha, and Greenwich. Tuition is paid to the Phillipsburg Board of Education by the school districts, and each school district provides bus transportation for their respective students. Currently tuition is \$1,425 per student. It is about a 15- to 20-minute drive from the Borough to Phillipsburg. The Phillipsburg Board of Education is the policy/decision maker for the high school.

The enrollment at Phillipsburg High School has been slightly above 1,400 students during the 1978-79 school year. This is lower than the early 1970's, when there was an average of between 1700 and 1800 students per year. School officials predict that the high school will experience a continued declining trend during the 1980's. Vice Principal Clauss indicated that this will alleviate a great deal of the pressure caused by enrollments which are well above the building's capacity. He mentioned that, according to State regulations, the capacity of the high school is about 1,300 students.

Since Bloomsbury is the smallest sending district, with 45 high school students sent to Phillipsburg High School during the 1978-79 school year, and because Bloomsbury's enrollments have been fairly stable, sending between 40 and 50 students to Phillipsburg yearly, the Borough does not have a major impact on the functioning of the high school.

In addition to Phillipsburg High School which serves the educational needs of Bloomsbury's high school students, there is the Warren County Vocational Technical Institute in Washington Township. In 1978, a full-time program open to any high school student was instituted. There were three students from Bloomsbury enrolled at the institute during the 1978-79 school year. This educational option has helped to decrease the over-crowded situation at Phillipsburg High School.

In conclusion, the high school facility is in good physical condition and is approaching a lower, more desirable enrollment level. Barring any additional major developments within the sending districts, the Phillipsburg High School can adequately serve the educational needs of the students.

2. Library Services

With the exception of the library in the Bloomsbury School, there is no public library in the Borough. The residents of the municipality do enjoy visits by a Hunterdon County Bookmobile once every two weeks. The bookmobile stops at the First Presbyterian Church for four hours. The County will soon provide a mini-library in a temporary trailer at the junction of I-78 and Route 31 in Clinton Township. Library services are also available at Flemington, and some residents utilize the library in Phillipsburg.

3. Police Protection

The personnel of the Bloomsbury Police Department is comprised of two part-time staff members: a chief and a patrolman. A division of the State Police headquartered in Washington Township helps out when there are accidents or other problems in Bloomsbury. Given this supplemental protection and the fact that the F.B.I. recommends that there be two policemen per 1,000 people, it is felt that police protection in Bloomsbury is adequate.

Included in the equipment which assists the Bloomsbury police in their community protection efforts are a 1973 Ford automobile and a dispatcher service located in the Lopatcong Municipal Police Headquarters in Warren County. The Hunterdon County 911 emergency service also handles calls from Bloomsbury.

There are few major crime problems in the Borough. Most of the calls received by the police result from boisterous, loitering adolescents, some instances of minor vandalism especially during Halloween, and domestic disturbances. Recently there has been an increase in burglaries within the Borough.

4. Fire Company

The Bloomsbury Hose Company No. 1 is comprised of a volunteer squad of 40 men, about two-thirds of whom are Bloomsbury residents. The Company serves parts of five surrounding townships in addition to serving the Borough.

The apparatus utilized by the squad consists of three pumpers which are in good condition. These include two 1,000 gallon per minute pumpers - a 1969 Hann model and a 1975 Mack, and one 750 gallon per minute pumper which is also a 1969 Hann. In addition, there is a 1976 automobile for the fire chief. According to Fire Chief Ray Crisman, Jr., there are tentative plans by the fire company to purchase a tanker for service to areas where fire hydrants do not exist. While this tanker would mainly aid fire fighting efforts in the townships, the Borough would also benefit since some of its outlying areas do not have hydrants. The water pressure has proven to be sufficient for existing conditions.

During 1978, the fire company received 70 fire alarms, 24 of which were from incidents in Bloomsbury. Of the 70 fire alarms, car/truck fires, brush fires, and miscellaneous calls (washdowns, stand-bys, etc.) accounted for about 50% of the calls. In addition, there were seven house fires none of which occurred in the Borough, and two fires in each of the following categories: barns, taverns, farm machinery, and electrical fires. There was one factory fire. The company also responds to mutual-aid alarms which are outside the company's service area. There were ten false alarms during 1978 and the past year. Through 1978, similar to the past ten years, there was no major fire in the Borough.

The firehouse is part of the municipal building located on the corner of Brunswick Avenue and East Street. The Rescue Squad has been housed in that facility, but they will move into a building nearby on the corner of Main and Gardner Streets.

That building, an old storage facility for Koh-I-Noor Rapidograph Inc., will be leased from Koh-I-Noor and, therefore, will remain on the tax rolls. As a result of the move by the rescue squad, the fire company will gain floor space, thus providing a facility which will be sufficient for the area's current fire protection needs. Renovations are being planned by the fire company for utilization of this additional floor space.

In sum, the fire protection services are adequate given the existing population and state of development. However, as new commercial, industrial, and residential development occurs in the fire company's service area, additional equipment, personnel, and facilities will be needed.

5. Borough Hall

The Borough Hall is located in the same building as the Fire and Police Departments. A large room on the second floor accommodates the Borough's office and meeting room needs. The Clerk, Tax Collector, and Assessor have hours every Monday evening from 6:30 p.m. to 8:30 p.m. The Borough Council meets in the same room the second Tuesday of each month, and the Planning Board gathers there the fourth Thursday, each month. The Board of Adjustment meets in the room when various requests arise. The Chief of Police also utilizes a portion of this multi-purpose room for his office.

Access is provided to the second floor by one stairway. There are no toilet facilities on that level. One must exit and re-enter the building through a nearby door to reach the washrooms.

There is a large room on the building's ground level that is used for social functions. It has an adjacent kitchen and is often rented to private parties.

Since the Borough's officials are part-time, their office requirements are not great. Even so, the lack of privacy for the Police Department and the stairway as the sole access to a public meeting room are problems with which the Borough has to deal.

The Borough also owns property on Church Street, of which part is rented as a gasoline station. Borough vehicles are stored at the facility as well.

G. Recreation and Open Space

The existence of publicly-owned parkland for active and passive recreation and permanently preserved open space is vital to the health and well-being of residents in any community. Despite the rural/village atmosphere of the Borough, Bloomsbury had a 1970 density of 1,098 persons per square mile, compared to a county-wide density of 162 persons per square mile.⁹

1. Borough Facilities

There are few existing recreational facilities located within the Borough. The municipality owns approximately 23 acres between the Central Railroad of New Jersey and Lehigh Valley Tracks along Church Street. Currently, most of this site is undeveloped with a baseball field being the only active recreation facility. There are also some playground-type facilities located at the Borough school. This area of recreation and open space amounts to one-half acre.¹⁰ The Borough also owns some lots along the river. There are no current plans for these properties, but the municipality intends to hold onto the land in the event public access to the river is ever desired.

The 23 municipally-owned acres are slated for active recreation development. Although no definite plans have been formulated, some of the possible facilities include tennis and basketball courts, a playground, picnicking, ball fields, and bathroom facilities. State of New Jersey, Green Acres funding is being investigated as a source of financing for the project. Green Acres funds are awarded on a matching basis for recreation and open space projects. The monies to be matched are, it is hoped, to be raised by contribution.

The Park and Open Space Guidelines of New Jersey recommend eight acres for every 1,000 residents to meet the local recreation need.¹¹ With an estimated 1976 population of 874, the local recreation need is about seven acres. The amount of Borough-owned recreation land is well above the quantities suggested by the State's Guidelines. Gross guidelines do not always accurately reflect needs or circumstances. Although there is more than adequate land available for recreation, little is developed, thus there is the recognized need for more recreation facilities.

2. County Facilities

Counties as well as municipalities have a responsibility to provide recreation facilities. Hunterdon County, similar to most counties, should "protect the scenic outdoor recreation values of the total environment of the County and acquire and develop for public use portions of the landscape of highest value for outdoor recreation."¹²

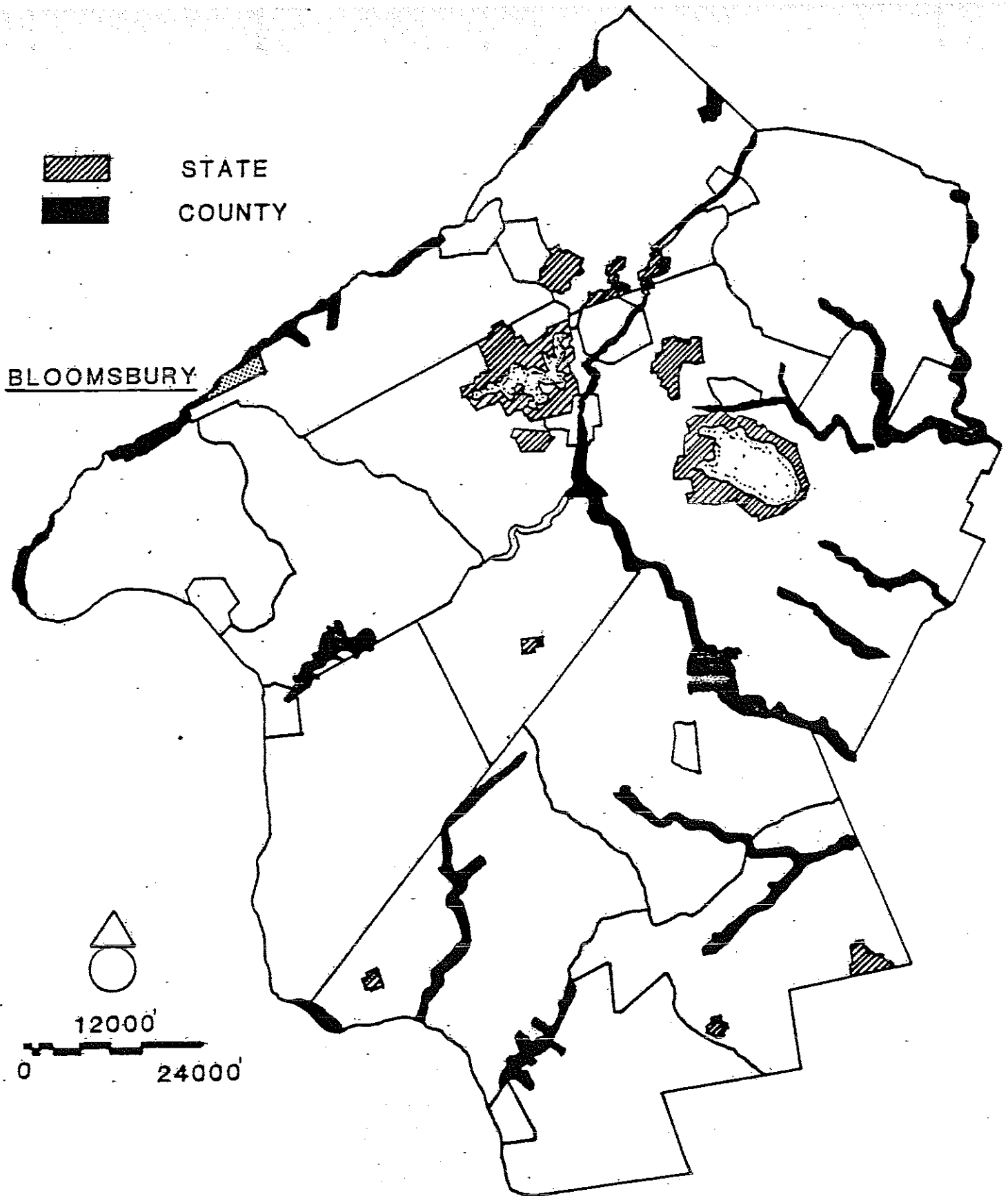
The County owns a number of parks, many of which are increasing their size. In 1977, the County acquired 105 acres in Readington Township which is to become Deer Path Park. This land is to be developed to become the County's first active general purpose park. Hunterdon County also owns 397 acres in Holland and Bethlehem Townships that is the Musconetcong Gorge Nature Preserve. This is the closest County facility to the Borough. The County also has the South Branch Nature Preserve, a linear park that totals 752 acres, located in Clinton, Franklin, Raritan, and Readington Townships. The Lockatong Preserve, located in Delaware Township is a County park of almost 77 acres.

Hunterdon County also initiated a Green Acres Local Matching Grant Application to acquire approximately 105 acres in Lebanon Township. This proposed park is to be known as Teetertown Ravine Nature Preserve.

3. State Facilities

A description of the open space/recreation areas that serve the residents of Bloomsbury would not be complete without mentioning the State-owned sites in Hunterdon County. New Jersey owns over 8,000 acres of recreation land in Hunterdon County including the two newly-developed recreation areas at the Spruce Run and Round Valley Reservoirs along Route 31 in Clinton Township. Together, these two public areas comprise 6,128 acres (land and water) and contain horse trails and facilities for boating, camping, fishing, picnicking, swimming, hiking, skiing, and ice skating.

The County's Open Space Plan which includes the State's holdings in Hunterdon County are delineated on Map 8. The area in Bloomsbury along the Musconetcong should be noted.



MAP 8

HUNTERDON COUNTY OPEN SPACE PLAN

MUSIAL / GUERRA

H. Conservation

Conservation concerns in Bloomsbury reveal two areas of preservation: natural resources and historic resources. Natural resources include the heavily wooded, undeveloped, steeply sloped western portion of the municipality and the flood hazard zone along the length of the Musconetcong River (Maps 9 & 10). There are many buildings in the Borough that date back to the 1800's that are worthy of preservation and protection. Map 10 is used in this context only to delineate areas of conservation concern.

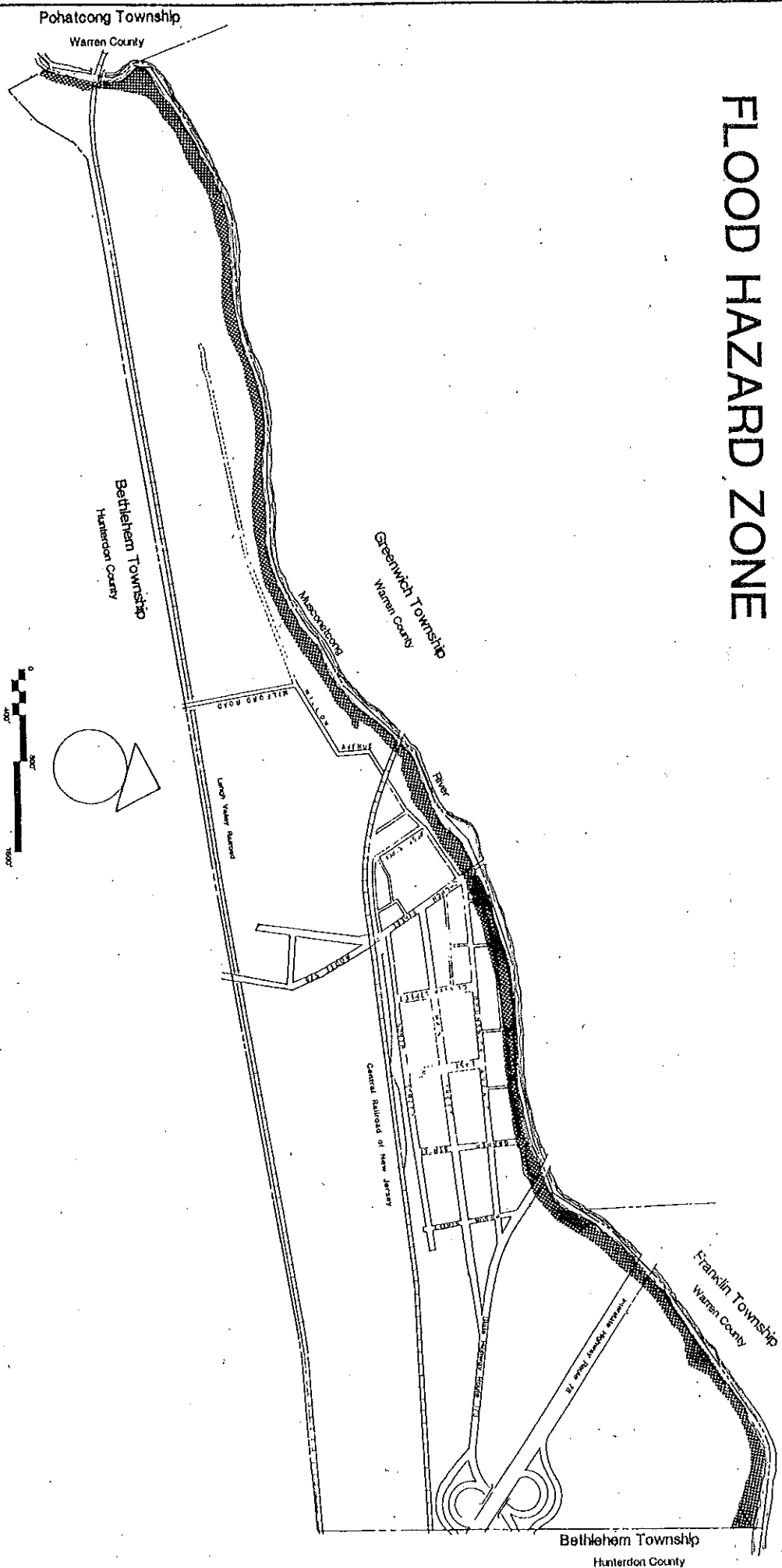
1. Natural Resources

The flood hazard zone as delineated on Map 9, was identified by the Department of Housing and Urban Development, Federal Insurance Administration. The Federal Emergency Management Agency has contracted the State of New Jersey to update, and accurately map the flood hazard area along the entire Musconetcong basin. This area includes 15 to 20 municipalities, of which Bloomsbury is one.

Flood hazard areas may be protected through such regulatory measures as development density limits, water run-off management, site plan and subdivision review which requires the evaluation of environmental impacts to natural and visual resources, public acquisition, and other development controls. Bloomsbury participates in HUD's flood insurance program and has adopted some flood control measures in order to protect lives and property.

Another area of the Borough that warrants protection and preservation is the extreme western section, commonly known as Pine Hollow. It is an area of steep slopes, heavy woods, flood hazard, and soils that pose severe limitations to development. The Musconetcong curves around this area, and access is very poor. This area is generally delineated on Map 10.

FLOOD HAZARD ZONE



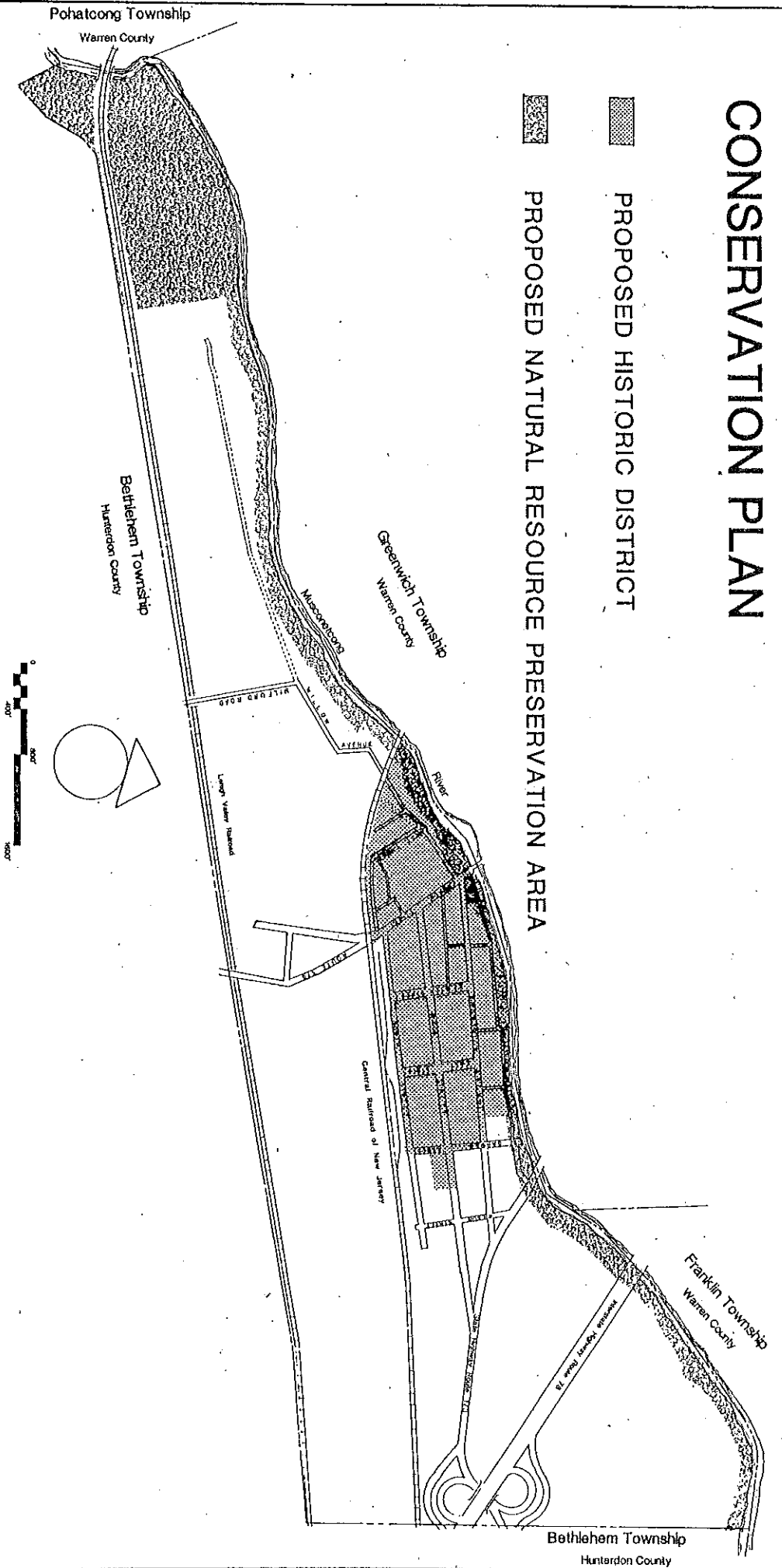
MAP 9
Borough of Bloomsbury
Hunterdon County New Jersey

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CONSERVATION PLAN

PROPOSED HISTORIC DISTRICT

PROPOSED NATURAL RESOURCE PRESERVATION AREA



MAP 10

Borough of Bloomsbury
Hunterdon County New Jersey

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2. Historic Resources

The Hunterdon County Historical Society has an inventory of architecturally and historically significant structures. Many of these buildings located in Bloomsbury were erected in the 1850's, 60's, and 70's. Some date back to as early as the 1820's. Some of the building styles include Federal, Neo-Italianate, and Queen Anne. Unfortunately, many architectural details that identify structures as to style and era have been either removed or altered. Map 10, shows the area of the municipality in which the majority of these significant structures are located. There are other buildings of architectural or historical significance scattered throughout the rest of the Borough.

I. Municipal Finances

1. Tax Rate

The tax rate for Bloomsbury in 1979 is \$2.68 per \$100 assessed valuation. It has increased from \$2.29 in 1975 (Table 13). The rate dropped from \$2.55 in 1976 to \$2.30 in 1977. In all other years examined, the rate increased. Table 13 partitions the overall tax rates into their various components. In 1979, the district school tax comprises the largest component of the total tax at 1.847, followed by .496 for County purposes and .305 for local municipal purposes. This year, the local tax component accounts for over 11 percent of the total tax. In 1975, the local component accounted for just six percent of the total, illustrating the growth in the cost of local government. The last revaluation for the Borough went into effect in 1973.

To obtain a better understanding of what the current tax rate means for the Borough taxpayers, a comparative look at the neighboring communities in Hunterdon County can be taken. Table 14 shows that Bethlehem Township has a higher effective tax rate of \$2.39 for \$100 assessed valuation. The effective tax rate removes distortion which is caused by different local assessment methods. It is a ratio of assessed value to true value, the true value being based on property sales. Alexandria Township has an effective tax rate of \$2.22 and Holland Township's effective tax rate is a very low \$0.51. These compare to Bloomsbury's effective tax rate of \$2.33 per \$100 valuation.

Of the 26 municipalities in Hunterdon County, Holland Township's 1978 effective tax rate at \$0.53 was the lowest, and Glen Gardner's was the highest at \$3.19 per \$100 assessed valuation. Bloomsbury ranked 15th from lowest to highest in 1978.

Bloomsbury averages \$1,392 per pupil for both elementary and high school students. This figure is only the amount spent that is raised from local property taxes. Elementary and high school students are lumped together because Bloomsbury is not part of a regional high school district, but instead sends high school students to Phillipsburg. On the average in Hunterdon County, \$2,273 in property taxes are spent per high school student and \$1,572 per grade school pupil.¹³

TABLE 13
BLOOMSBURY TAX RATES: 1975-1979
 (Per \$100 Assessed Valuation)*

<u>TAX COMPONENTS</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
County Tax	.388	.436	.430	.460	.496
County Library Tax	.020	.024	.030	.030	.028
District School Tax	1.681	1.858	1.650	1.810	1.847
Regional School Tax	-	-	-	-	-
Local Tax	.141	.175	.190	.340	.305
Veterans and Senior Citizens	.055	.054	-	-	-
TOTAL TAX	2.285	2.547	2.300	2.640	2.676

*The last revaluation went into effect for 1973.

SOURCE: Hunterdon County Board of Taxation, Flemington, New Jersey.

TABLE 14
1979 COMPARATIVE TAX RATES:
Bloomsbury and Neighboring Municipalities*

<u>MUNICIPALITY</u>	<u>ACTUAL TAX RATE</u>	<u>COUNTY EQUALIZATION RATIO</u>	<u>EFFECTIVE TAX RATE**</u>
BLOOMSBURY BOROUGH	\$2.68	90.41	\$2.33
Alexandria Township	3.65	62.58	2.22
Bethlehem Township	2.96	82.76	2.39
Holland Township	0.59	95.13	0.51

* The rates are per \$100 assessed valuation

**The effective tax rates do not exactly correspond to the results of multiplying the equalization ratios times the respective actual tax rates. Other factors such as delinquent taxes and other losses of revenues contribute to the difference. These figures were supplied by the source.

Source: Hunterdon County Board of Taxation, Flemington, New Jersey.

2. Revenues

During the past few years, total anticipated revenues for the Borough of Bloomsbury increased by nearly \$20,000 from \$106,950 in 1975 to \$126,232 in 1979, an 18.7% increase (Table 15). Two revenue sources, miscellaneous revenues and property tax revenues, each provided about \$15,000 more in 1979 than in 1975. Miscellaneous revenues is the main source of income for the Borough and includes such items as fines, taxes, and revenue sharing funds. Franchise taxes, replacement revenue from business personal property, and bank corporation business taxes provide the largest share of miscellaneous revenues to the Borough.

One revenue source provided less revenue in 1979 than in 1975. This was the surplus anticipated category which decreased from \$44,689 in 1975 to \$33,000 in 1979, a 26% drop. However, this revenue source is anticipated to provide more revenue in 1979 than in 1978 when it accounted for \$29,700. This could be a positive factor if this increase continues, however, it is too soon to tell if this one-year increase is the beginning of an upward trend.

Receipts from delinquent taxes are an additional revenue source. After fluctuating during the past few years, the same amount of revenues, \$9,000, is anticipated for 1979 as was anticipated for 1975.

TABLE 15
ANTICIPATED REVENUES

<u>REVENUE SOURCE</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
Total Surplus Anticipated	\$44,689	\$40,000	\$35,000	\$29,700	\$33,000
Total Miscellaneous Revenues	\$31,654	\$37,475	\$44,022	\$44,010	\$46,937
Receipt from Delinquent Taxes	\$ 9,000	\$12,200	\$ 9,500	\$ 8,600	\$ 9,000
Property Taxes for Municipal Purposes	\$21,608	\$20,801	\$23,483	\$40,979	\$37,295
Total General Revenues	\$106,950	\$110,476	\$112,005	\$123,289	\$126,232

SOURCE: Borough of Bloomsbury, Local Municipal Budgets, 1976, 1977, 1978, 1979.

3. Expenditures

Corresponding to the increasing revenues that are being realized in the Borough, are increasing appropriations which are needed to finance municipal government and services. In 1975, nearly \$107,000 was appropriated for municipal purposes and by 1978, this had increased to just over \$126,000 (Table 16). Consistently, the most expensive category has been General Government which required \$36,650 to operate in 1979, \$10,000 more than was required in 1975. This money pays for such items as salaries, wages, and other expenses needed for the administrative functions of the Borough. Included in this category are legal services, maintenance of public buildings and grounds, the planning and zoning boards, municipal court, tax collection and assessment, and workmen's compensation insurance.

Public Safety, which encompasses police, fire, first aid, civil defense, and building inspection services, has had the second highest appropriation during the past few years. In 1975, \$18,700 was appropriated for these municipal purposes and by 1979, the figure had increased to \$24,300. The third most expensive appropriation category is streets and roads. In 1979, \$15,650 is appropriated to pay for road repairs and maintenance and also salaries and wages.

Completing the table of appropriations for municipal purposes are capital improvements, deferred charges and statutory expenditures, and the services of sanitation, health and welfare, and recreation. The appropriations for sanitation, which covers garbage and trash removal, have decreased by a few thousand dollars since 1975 because much of the sanitation costs are now paid for through revenue sharing funds. As a result of an emergency situation at the water filter plant last year, \$5,000 was appropriated for capital improvements during 1978 and 1979. This was to finance new water pumps and other repairs that were necessary to alleviate the problems at the water filter plant.

TABLE 16

APPROPRIATIONS FOR MUNICIPAL PURPOSES: 1976 to 1979

<u>EXPENDITURE CATEGORIES</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
General Government	\$26,470	\$28,530	\$31,455	\$35,120	\$36,650
Public Safety (Police, Fire, Rescue Squad, Civil Defense, Bldg. Inspection)	18,700	22,300	19,100	23,900	24,300
Streets and Roads	11,105	10,300	13,157	14,150	15,650
Sanitation/Health and Welfare	7,950	5,500	4,000	4,610	3,607
Recreation	50	50	50	50	50
Capital Improvements (within 5% Caps)	13,201	10,961	11,000	5,000	5,000
Deferred Charges and Statutory Expenditures	6,289	3,524	3,214	2,906	5,211
Total General Appropriations within 5% Caps (including contingent of \$50)	(1)	(1)	82,026	85,786	90,518
Total General Appropriations (including reserve for uncollected taxes and operations which are excluded from 5% Caps)	\$106,950	\$110,476	\$112,005	\$123,289	\$126,232

(1) 1977 was the first year in which the 1976 "Cap" law affected municipal budgets.

SOURCE: Borough of Bloomsbury, Local Municipal Budgets 1976, 1977, 1978, and 1979.

Other expenditures and tax requirements that the Borough has, in addition to expenditures for municipal purposes, are for schools (local and regional), county services, and payments to cover tax deductions. The total expenditures and tax requirements have increased from \$319,301 in 1975 to \$381,095 in 1978, an increase of nearly \$62,000 (Table 17). Looking at the two most expensive items, it can be seen that municipal and school purposes combined require 84% of the tax dollar. The largest share is utilized for school purposes, however, this proportionate share has declined since 1975. In that year, 62% of the total tax requirements was for school expenses, but in 1978, school expenses accounted for 57.5% of every tax dollar. On the other hand, municipal purposes have required an increasing amount of the tax dollar. These expenditures have increased from \$73,038 in 1975 to \$101,484 in 1978, accounting for 22.9% and 26.6% of the Borough's total tax requirements respectively.

TABLE 17

EXPENDITURES AND TAX REQUIREMENTS FOR ALL PURPOSES: 1975 to 1978

<u>CATEGORY/YEAR</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>
Municipal % of Total	73,038 22.9%	84,005 23.3%	82,221 24%	101,484 26.6%
School (Local & Regional) % of Total	\$197,949 62%	\$220,681 61.3%	\$197,625 58%	\$219,205 57.5%
County % of Total	47,990 15%	54,670 15.2%	54,554 16%	59,502 15.6%
Deductions % of Total	324 .1%	496 .1%	5,705 .2%	904 .2%
Total Expenditures & Tax Requirements	\$319,301	\$359,852	\$340,105	\$381,095

SOURCE: Borough of Bloomsbury, Local Municipal Budgets 1975, 1976, 1977, 1978.

4. Borrowing Capacity

The municipal borrowing (bonding) capacity for Bloomsbury in 1979 is \$417,400. This is the amount that the State would authorize based on a municipal debt limit of $3\frac{1}{2}$ percent of the average of the last three years' equalized valuations (Table 18). This average valuation is approximately \$11,925,800.

The Borough currently has an outstanding authorized, but not issued, debt of \$22,500. Bloomsbury also has an outstanding water and utility debt of \$15,000. Of that, \$3,000 are in bonds and \$12,000 are in notes. No retirement schedule has been determined for \$22,500 debt, since it has yet to be issued. The bonds are being retired at the rate of \$250 annually and will be cancelled in 1990. The notes are being retired at the annual rate of \$3,000. When these outstanding debts are subtracted from the municipal bonding capacity, the unused municipal bonding capacity is determined. This is identified on Table 18 as \$379,900.

TABLE 18

MUNICIPAL BONDING CAPACITY: 1979

Average Equalized Value - last 3 years	\$ 11,925,763.66
Municipal Bonding Capacity ($3\frac{1}{2}$ x \$11,925,763.66)	417,401.72
Outstanding Debt*	22,500.00
Authorized, but not issued	
Water and Utility Debt	
Bonds	3,000.00
Notes	12,000.00
Unused Bonding Capacity	\$ 379,901.72

*Since the \$22,500 in debt is not yet issued, no retirement schedule has been determined. The Bonds are being retired at the rate of \$250 annually. The Notes are retired at the annual rate of \$3,000.

SOURCE: Peter Kwalick, Palmer & Co., Accountants, Easton, Pa.

3. Summary of Existing Conditions

1. Physical Characteristics

Sections of the Borough pose moderate to severe limitations on development due to the topography and soil types. Development of specific parcels should be preceded by detailed analysis of the site in order to determine its particular problems.

2. Land Use

Bloomsbury covers one square mile, of which almost 40 percent is developed. The predominate use is single-family residential, although there are some two-to four-family structures scattered throughout the Borough and one eight-family apartment structure. There are 21 acres of commercial use and almost nine percent devoted to industrial use.

3. Demographic Trends: Implications for Housing

The 1970 population for Bloomsbury was 879. In 1978, the State estimated the Borough's population to be 873. The most recent population projections suggest that Bloomsbury's population will increase slowly to 1,150 people by the year 2000. Population growth in the Borough has resulted more from natural increase than from in-migration. By 1990, the State has allocated 100 dwelling units for low- and moderate-income families for Bloomsbury.

The 1970 median family income in Bloomsbury was \$11,217, and 16.8 percent of the Borough's families had incomes above \$15,000.

The average annual labor force has increased in the Borough from 374 people in 1970 to 459 in 1978. In 1970, 63 percent of the workers in the municipality were employed within Hunterdon County.

4. Traffic Circulation

Roads within Bloomsbury range from an Interstate Highway to dirt lanes. In 1977, there were 21 traffic accidents in the Borough, none resulting in fatalities.

Most of the problems with road conditions are due to poor drainage, the most notable being Willow Avenue. Other problems involve narrow and under-strength-bridges.

5. Public Utilities

A system of individual on-site septic tanks are used to treat the sanitary sewage generated within the Borough.

The municipality operates a water filtration plant which treats the potable water that originates from underground wells, the Musconetcong River, and a reservoir. The system is antiquated and in need of extensive repair or replacement.

Trash collection is provided once a week by a private contractor.

6. Community Facilities

Bloomsbury's one elementary school has a 1979 enrollment of 113 students in kindergarten through grade eight. Students in grades nine through twelve are sent to Phillipsburg High School. In the 1978-79 school year, Bloomsbury sent 45 pupils to Phillipsburg.

Library services are provided by bi-weekly visits of the Hunterdon County Bookmobile and a library in the elementary school.

The Borough's Police Department consists of two part-time staff members: a chief and a patrolman. They also receive assistance, when needed, by the State Police. Police protection is thought to be adequate for a municipality of this size.

The 40-man volunteer squad that comprises the Bloomsbury Hose Company No. 1 serves parts of five surrounding Townships in addition to the Borough. Presently, the fire protection services are adequate given the current level of development and existing population.

The Borough Hall is located in the same building with the Fire and Police Departments. Access to the office and meeting room on the second floor is poor, and the Police Department office lacks privacy.

7. Recreation and Open Space

The Borough owns 23 acres of land that it tentatively plans to develop for active recreation.

There are extensive County and State open space facilities located in Hunterdon County. The Musconetcong Gorge Nature Preserve located in Holland and Bethlehem Townships is the closest facility to Bloomsbury.

8. Conservation

Natural Resource areas of conservation include the flood hazard zone along the Musconetcong River and the extreme western section of the Borough known as Pine Hollow.

The Borough has a number of structures built in the mid-1800's that are of architectural and historic significance that warrant preservation and protection.

9. Municipal Finances

The Borough's property tax rate has generally increased since 1975, to a 1979 rate of \$2.68 per \$100 assessed valuation.

Total anticipated revenues for municipal purposes have increased from \$106,950 in 1975 to \$126,232 in 1979. Expenditures have increased likewise.

III MASTER PLAN PROPOSALS

III MASTER PLAN PROPOSALS

A. Land-Use Plan

The overriding consideration in this Land-Use Plan is to maintain the village/rural atmosphere of the Borough. The uses proposed for the vacant portions of the municipality are especially crucial in the furtherance of this plan. Map 11 delineates the Land-Use Plan.

1. Residential

There are no changes proposed for the existing built-up residential areas. The use and density of those sections should remain the same, and any additions within those areas should respect the scale and architecture of the neighborhoods.

Development in the extreme western portion of the Borough should be strictly limited. The soils analysis showed that there are three soil types west of the end of the private lane. They are alluvial loamy land, steep stony land of Parker material, and Edneyville and Parker extremely stony loams with 3 to 15 percent slopes. All of these soils pose severe limitations for on-site disposal of sewage, local roads, parking lots, and athletic fields. All soils, but the Edneyville and Parker stony loams (EeC) present severe limitations for dwelling unit foundations. The EeC soils have moderate limitations on dwelling unit foundations. At this time, access to that area is extremely poor to non-existent.

Due to these environmental factors and the area's natural beauty, development should be severely restricted in this section. Judging from the Borough's history of slow growth and the inaccessibility of this section, development seems unlikely.

There are a variety of methods that can be employed to limit development and preserve open space. If the community deems the area valuable enough to totally restrict development, they can purchase the land. This option is not recommended,

since it will remove land from the tax rolls, increase the municipality's land holdings to a level not warranted by its size and population, and require a large capital outlay by the Borough.

Other methods involve either the purchase or transfer of development rights. A governmental entity (municipal, county, state) would purchase development rights from the land-owner. The purchase of development rights would be costly, and inappropriate at this level of government. The State has been experimenting with this method, and the future of the program is in doubt.

There is no state-enabling legislation for municipal transfer of development rights ordinances. This method would allow land owners in a preservation area to sell development rights to land owners in a designated development zone where they could be used to increase development density.

This, therefore, requires an area that can assume higher densities. There are no areas in Bloomsbury that can act as a receiving district of high densities. There are also legal problems with implementing this method without State enabling legislation.

Another method that can be employed is a variation on the existing residential cluster option zoning. Presently, the cluster option is only available in the R-1 Low Density Residential District. Under this proposal, the allowable density in the Agricultural-Conservation District will be five acres minimum lot size for a single-family dwelling unit. If the developer wishes, a cluster option can be employed in which the minimum lot size would be reduced to two acres and the remaining land dedicated to permanent open space.

For example, a developer with 45 acres has a right to build nine houses on five

acre lots. If the cluster option is used, the nine houses can be built on 18 acres, and the remaining 27 acres will become permanent open space. The developer can realize a cost savings because less infrastructure (roads, water lines, storm sewers, etc.), will be needed, and the people of Bloomsbury will gain permanent open space.

This cluster option, with the increased minimum lot size from the current zoning regulations to five acres, is the recommended method of preservation of the Agricultural-Conservation District. Subdivision review can insure that the proper, most environmentally sensitive areas are preserved as open space.

The Agriculture-Residential zone to the west and south of the Central Railroad of New Jersey tracks (colored yellow on Map 11) should be low density because of poor road and drainage conditions. Access in that area is poor, and road conditions on Willow Avenue and Milford Road need improvement. Any development proposed for the north side of Willow Avenue should be carefully examined to insure that the flood hazard zone long the Musconetcong River is respected. Buildings sited on lots along the north of Willow Avenue should be located near the road and away from the river. Because of poor conditions within this area, development density should be lowered to a minimum lot size of three acres per single family dwelling unit. Agricultural uses should require a minimum of five acres of land.

The cluster option should also be applied to this Zone. In this area a developer would be allowed to site dwelling units on one acre lots if the cluster option is chosen. The cluster option could only be employed if the developer had 20 contiguous acres to be developed.

2. Commercial

There are three types of commercial property within the Borough. Within the built-up portion of Bloomsbury, there are two neighborhood oriented commercial and retail zones. Along State Highway 173, there is a highway oriented commercial and retail zone. There are also two Commercial/Wholesale, Industrial Districts in the eastern portion of the municipality.

The neighborhood commercial areas should remain as such with functions that serve the community. Its size is generally determined by the combined purchasing power of the community that supports it. The size of these areas are adequate to serve the present needs of the Borough and its projected growth.

The highway oriented commercial zone is located along the entire north side of State Route 173 and a portion of the south side. The goals of this Master Plan call for quality commercial activity in this area. Commercial buildings in the district should be compatible with the scale of the rest of the Borough. The intensity of commercial activity should not adversely affect the health of the neighborhood commercial zone. Appropriate site plan review can help to insure desirable and attractive commercial activity.

There are two Commercial/Wholesale, Industrial Zones. One is on the southeast corner of the Borough and crosses the Central Railroad of New Jersey tracks to include the Koh-I-Noor property. The other is in the northeast corner of the municipality separated from the rest of the Borough by I-78. Access to this parcel of land would have to be through Bethlehem Township. That area in Bethlehem north of 173, is zoned commercial.

The southeast Commercial/Wholesale, Industrial Zone currently has poor access. Before any development could occur in this area, access would have to be provided. The most preferable alignment would be from Route 173 across the Central Railroad tracks. This would provide a direct link to I-78 while minimizing excess traffic on the Borough's interior roads. Any road, other than for emergency purposes, should be discouraged from intersecting with Church Street (Route 579).

B. Housing Plan

The Housing Plan for Bloomsbury does not call for extensive changes in the current housing composition. The fact that there is no sanitary sewage system limits the density of housing construction within the Borough. The State's allocation of the need for 100 low- and moderate-income dwelling units by 1990 can be accommodated within the Land-Use Plan. Although housing prices are apt to increase, the price range of Bloomsbury homes should continue to be relatively affordable.

Two-family dwelling units, including duplex and semi-detached units are allowed as of right in the Medium Density Residential District. Apartment dwellings are allowed with a Special Use Permit in that District. The continuance of these provisions will help to provide for housing for low- and moderate-income families.

C. Traffic Circulation Plan

The proposals for improved traffic circulation mainly involve existing poor road conditions. It is acknowledged that a municipality the size of Bloomsbury would have difficulty acquiring the funds to undertake many road improvement projects. Elements of the circulation plan are delineated on Map 12.

1. Willow Avenue

It is recommended that Willow Avenue be realigned in order to solve the sight-line problem, alleviate the drainage conditions, and repair the deteriorated road condition. The new alignment would avoid the drainage ditch alongside the road, and decrease the chances for road surface and shoulders deterioration in the future. Any development to the west of the problem section should be contingent on improvements to the roadway.

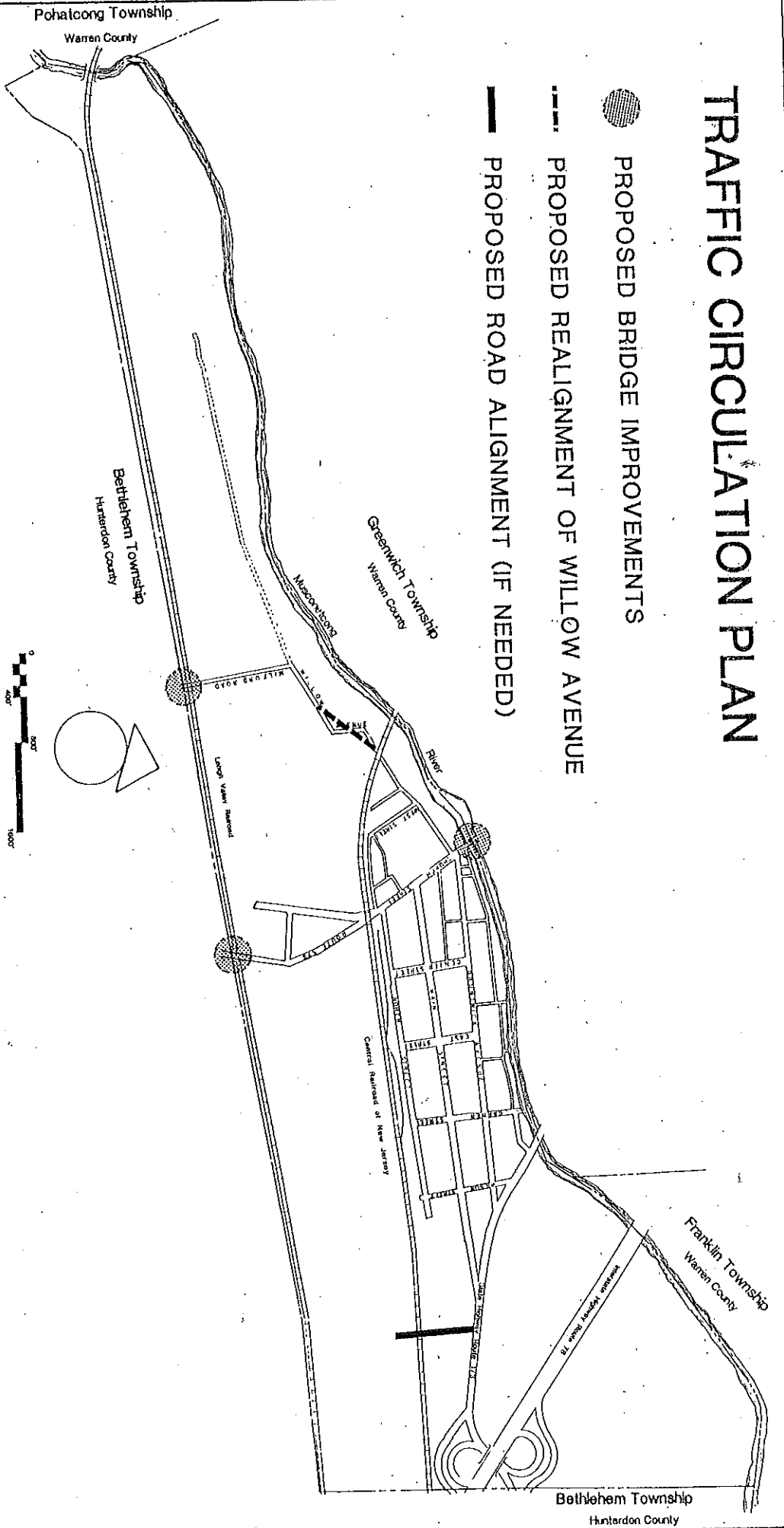
2. The Bridges

Assigning the responsibility for the maintenance of the bridges that cross the Lehigh Valley Tracks is not simply done. Hunterdon County claims that Conrail, the current owner of the line, has the responsibility. Conrail's position is that when they took over rail operations of the various lines, they did not assume the maintenance responsibility of overhead bridges. They will only attend to emergency situations and will only do what is required to alleviate the emergency.

Extensive repair or complete replacement of the bridges (especially the Route 579 structure) is needed. The State Department of Transportation, through the Commissioner's office, should be contacted to determine who in fact is responsible for the bridges and what funding sources are available to finance the project. The same procedure should be followed in respect to the Church Street Bridge over the Musconetcong River.

TRAFFIC CIRCULATION PLAN

- PROPOSED BRIDGE IMPROVEMENTS
- PROPOSED REALIGNMENT OF WILLOW AVENUE
- PROPOSED ROAD ALIGNMENT (IF NEEDED)



MAP 12
Borough of Bloomsbury
 Hunterdon County New Jersey

MUSIAL / GUERRA
 ARCHITECTS - PLANNERS p.a.
 Elizabeth, New Jersey 07201

3. Other Considerations

As was stated in the Land Use Plan, access to the Commercial/Wholesale, Industrial Zone in the southeast portion of the Borough should be directly from State Route 173. This road would have to go over the Central Railroad Tracks, and it should be provided by the developer. Map 12 identifies the approximate alignment of the roadway. If there are no development proposals for that area, then no road is needed and none should be built. The Borough currently has an easement reserved for such a purpose in this area.

D. Utilities Plan

Since the present system of on-site septic tanks adequately serves the needs of the community, there are no plans to alter the system by installing sewer lines. Such an installation would only serve to accelerate growth in the Borough to a rate inconsistent with the community's facilities, circulation, and overall goals.

The water delivery system should be carefully analyzed and improved. The new system could possibly include a new source of water supply, new transmission lines, and a new filtering plant. The specifics of such a plan could only be determined after the proposed detailed analysis.

E. Community Facilities Plan

The Community Facilities Plan mainly involves the Borough Hall. Consideration should be given to providing private space for the Police Department. The office/meeting room should be accessible to all. The present situation of a narrow stairway being the sole means of access should be amended. Either another means of access that does not pose a barrier to the elderly and handicapped should be installed, or the Borough offices should be moved to the first floor.

F. Recreation and Open Space Plan

The Borough of Bloomsbury owns a large amount of vacant land for a municipality of its size. The move to develop this property for active recreation should be encouraged. The municipality may find that the 23 acres is more than is needed for active recreational facilities. If this is the case, the remaining land can be used for passive purposes.

The County Open Space Plan (Map 8) shows an extension of open space along the Musconetcong in Bloomsbury. The County has no plans to purchase that land, but the designation shows their desire to keep the land free from development.

The Borough should embrace this attitude as well. Adherence to the municipality's stream setback requirements will help to insure green space between development and the river. Any open space in conjunction with proposed subdivisions should be encouraged to be sited near the river. If these actions are taken, there should be no need for the Borough or County to purchase flood hazard lands along the Musconetcong.

G. Conservation Plan

1. Conservation of Natural Resources

The conservation plan for natural resources deals with the investigation and adoption of certain implementation measures to protect and properly utilize the flood hazard and other sensitive areas. The Pine Hollow section can be preserved by the use of the cluster option as described in the Land-Use Plan. Strict adherence to the Borough's stream setback requirements will help to insure the integrity of the flood hazard zone.

When the State completes its survey of the Musconetcong River basin and identifies the flood hazard zone more accurately, the Borough should adopt the new zone and apply its stream setback requirements to that area. Consideration should also be given to requiring developers to provide satisfactory control of storm water runoff. Currently, the Borough requires that "if in the opinion of the (Planning Board) the subdivision may create, or contribute to a drainage problem, the Board may require adequate guarantees from the applicant."¹⁴ This provision may not be adequate. One that requires positive measures by a developer to insure that there will be no increased runoff in all cases should be considered.

2. Preservation of Historical Resources

The nature of the historic resources in Bloomsbury point toward the establishment of an Historic District. There are no individual buildings that by themselves are known to be historically unique. Their value and significance is as a group, and, therefore, they should be protected as a group or district.

The shaded area on Map 10, is the proposed outline of the Historic District. It is recommended that the Borough adopt the Historic District and apply for inclusion on the State and National Register of Historic places. In order for the Historic

District to be effective in preserving the architectural and historic quality of the Borough, an Historic District Zoning Ordinance should be adopted. This ordinance would deal with use, height, size, and density, as well as design of both old and new structures.

H. Review of Related Master Plans

The New Jersey Municipal Land Use Law requires that Master Plans include a specific policy statement indicating the relationship of any proposed development to the land-use elements of neighboring municipalities and the County. Besides this legal requirement, it is a recommended practice of comprehensive planning to consult and work with State, County, and adjacent municipal Master Plans and Development Guides. Since Bloomsbury borders some municipalities in Warren County, that County's development plans were also consulted.

The State's Development Guide Plan locates Bloomsbury in a Limited Growth Area. It is on the outer edge of this area bordering on the Growth Area of Phillipsburg which is categorized as a Rural Center.¹⁵ The State has deemed that areas such as this, "should continue to grow at their own moderate pace, thus serving as a land reserve which may be used to accommodate growth after the end of the century."¹⁶

The County Land Use Plan calls for Bloomsbury to become a Planned Center with an average housing density of 2.5 dwelling units per acre by the year 2000. These Centers are planned for areas around existing concentrations of development such as Bloomsbury. Major businesses, shopping and service facilities would also be located in these centers. The western portion of the Borough is planned for open space, as a recreation and conservation area.

This Master Plan is in substantial agreement with the County Land Use Plan. The only differences lie in the general location of some of the land uses. The areas designated as Commercial-Light Manufacturing on the Borough's Land Use Plan are shown as Planned Center-Suburban Residential on the County Plan. Since the Planned Centers are to include businesses and shopping, the differences between plans are not great.

The proposed General Development Plan for Warren County, which has yet to be adopted, assigns the land adjacent to Bloomsbury rural residential densities or "rural style development." The old Regional Development Plan designated the land for agricultural use. There are three Warren County municipalities that share borders with Bloomsbury, and their land use and zoning provisions do not conflict with the proposals for the Borough. Since the Musconetcong River separates Bloomsbury from all of the Warren County municipalities, the impact of their land uses is not as great as it would be if there was no physical barrier.

Franklin Township is northwest of the Borough and borders the portion that is designated for Commerce and Light Manufacturing. Franklin's zoning in this adjacent area is for industrial uses with a minimum lot size of 40,000 square feet.

Greenwich Township is also immediately to the north of the Borough. There are three types of land uses that are adjacent to Bloomsbury. The zoning is for neighborhood business in the area where State Route 173 crosses the river. The rest of the adjacent land is zoned for low density residential with minimum lot sizes of one and two acres. The Master Plan also calls for a conservation district along a large portion of the Musconetcong River.

The Township of Pohatcong is on the extreme western end of Bloomsbury. That community's Master Plan calls for rural residential zoning in that section. The minimum size lot required there is five acres, similar to this Master Plan's proposal for the adjacent section of Bloomsbury.

Bethlehem Township is the only Hunterdon County municipality that borders Bloomsbury. The entire southern and eastern Borough boundaries are shared with

Bethlehem. Along the Borough's southern border, the two municipalities are separated by the Lehigh Valley Railroad Tracks. Bethlehem's land use in that area is rural residential and, therefore, does not conflict with this Master Plan's proposals. The land use along the eastern border is for industrial activity which will pose no conflict with the Borough.

IV PLAN IMPLEMENTATION

A. New and Revised Ordinances

In order to implement all the proposals of this Master Plan for the Borough of Bloomsbury, the following changes are recommended:

1. revisions to the existing Zoning Ordinance
 - a. decreasing the density in the Agricultural/Conservation Zone
 - b. establishing a cluster option for the Agriculture/Conservation Zone
 - c. establishing an Agriculture/Residential Zone with a cluster option.
2. adopt an Historic District Zone
3. develop a storm Water Runoff Ordinance

B. Capital Improvements Program

A capital improvements program should be developed by the Borough. This should include a priority list of the improvements proposed in the Plan, methods for financing them, cost estimates of the proposed projects and a schedule coordinated with the Borough's budgets for the next several years.

C. Periodic Re-Examination of the Master Plan

As specified in the Municipal Land Use Law, a Master Plan must be reviewed and updated in a comprehensive manner no less than every six years. This Master Plan will probably not require a major revision before the six-year period is over. However, the Planning Board should consider on an annual basis whether any detailed changes are needed. Also, the Master Plan should be used on a continuing basis as the framework for considering development applications, zoning variances, and public improvement proposals.

NOTES AND REFERENCES

NOTES AND REFERENCES

1. Office of Demographic & Economic Analysis, Division of Planning and Research, Population Estimates for New Jersey, Department of Labor and Industry, (Trenton: July 1, 1978) p. 13
2. Hunterdon County Planning Board, Hunterdon County Data Book, (Flemington: Revised May 1978) p. V-5
3. Telephone conversations with Weichert Co., Realtors and Sig Kuhne Realty
4. New Jersey Division of State and Regional Planning, Richard A. Ginman, Director, A Revised Statewide Housing Allocation Report for New Jersey, May, 1978, pp. D-4, A-5
5. The traffic counts for Route 579 were actually taken at the intersection with Turkey Hill Road in Bethlehem Township, approximately 1½ miles south of the Borough border.
6. "\$31 Million Will Improve Rail Passenger Service," Hunterdon County Democrat, Flemington, New Jersey, July 19, 1979, p. 3
7. The Architectural Studio, Consultants, Master Plan for Educational Facilities, Bloomsbury Elementary School, Hunterdon County, New Jersey, Bloomsbury Board of Education, (May, 1979), p. 7
8. Ibid., p. 13
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