
TOWNSHIP OF SOUTH BRUNSWICK

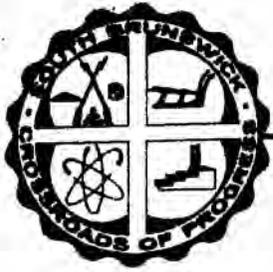
Master Plan



Middlesex County, New Jersey
December 2001



Heyer, Gruel & Associates, PA
Community Planning Consultants
63 Church Street, 2nd Floor
New Brunswick, New Jersey 08901



TOWNSHIP OF SOUTH BRUNSWICK

Municipal Building Monmouth Junction, NJ 08852

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TO THE GOVERNING BODY AND

THE CITIZENS OF THE TOWNSHIP OF SOUTH BRUNSWICK:

On behalf of the South Brunswick Township Planning Board, it is my honor and privilege to present the 2001 Master Plan, adopted on December 5, 2001. The policies incorporated into this Master Plan are the result of a two-year study by the Planning Board, assisted by its Master Plan Sub-Committee, Consultants, and Planning Department Staff. In addition, various committees, boards, and commissions involved with the process have held numerous meetings and given many hours of their time in the review and formulation of the Master Plan.

The Planning Board expresses its sincere appreciation to our Mayor, Township Council, Township agencies, citizens and professional staff for their time and assistance in the preparation of the Master Plan.

This Master Plan is a logical and workable guide, which represents our vision for the future development of South Brunswick Township for the decade of 2000.

Susan Edelman

Susan Edelman, Chairperson



2001 MASTER PLAN

Township of South Brunswick
Middlesex County, New Jersey

Adopted

December 5, 2001

Prepared by
Heyer, Gruel & Associates PA
Community Planning Consultants
63 Church Street, 2nd Floor
New Brunswick, NJ 08901
732-828-2200

Historic Survey
Prepared by
Hunter Research

Housing Element & Fair Share Plan
Prepared by
South Brunswick Township Planning Staff

2001 Comprehensive Master Plan Township Wide Circulation Element
Prepared by
Alaimo Group, Alexander Litwornia and Associates

The original of this report was signed and sealed in accordance
with N.J.S.A. 45:14A-12.

Peter M. Tolischus, P.P. #1448

Julie C. Thibault

Jamie Maurer



Township Officials

Debra M. Johnson, Mayor
Frank Gambatese, Deputy Mayor
Carol Barrett, Councilwoman
Ted Van Hessen, Councilman
Edmund Luciano, Councilman
Tammy L. Patterson, Municipal Clerk
Barbara Gut, Deputy Clerk
Matthew U. Watkins, Township Manager
Donald Sears, Township Attorney
David Samuel, Township Engineer

Planning Board

Susan Edelman, Chairperson
Robert Southwick, Vice-Chairperson
James Allen
Charles Carley
Honorable Debra Johnson, Mayor
Sylvia Lee
Edmund Luciano, Councilman
Arthur Robinson
Joseph Spataro

Ranjit Sinha (1)
Charlotte Camarota (2)
(1, 2 Alternate Members)

Craig Marshall, Director of Planning
John Jorgensen, Board Attorney
Betty Selingo, Secretary

RESOLUTION

BE IT RESOLVED by the Township of South Brunswick Planning Board that;

WHEREAS, Heyer, Gruel & Associates, PA prepared a Master Plan for the Township of South Brunswick; and

WHEREAS, public hearing was held on consideration of the Master Plan by the South Brunswick Planning Board on December 5, 2001 in accordance with local ordinance and laws of the State of New Jersey; and

WHEREAS, the South Brunswick Planning Board has reviewed the Township of South Brunswick Master Plan report prepared by Heyer, Gruel & Associates, PA; and

WHEREAS, a presentation was made to the Planning Board by Peter M. Tolischus, P.P., Principal of Heyer, Gruel & Associates, PA on said Master Plan, and the public was invited to comment and members of the public did so. The Board made the following findings of fact and conclusions based thereon:

1. The existing land use within South Brunswick is a mixture of uses which have established definite patterns in most areas of the Township. These established patterns lay the framework for future land use and development of the Township. The proposed Master Plan adequately addresses that future land use and development.

2. Problems exist with traffic circulation within the Township. These problems are as a result of congestion caused by high traffic volumes, undesirable traffic patterns and inadequate roadways. In addition there is a need for improved traffic circulation. The Master Plan adequately addresses corrective measures to the traffic circulation problems.

3. The proposed Master Plan for the Township of South Brunswick is a comprehensive report and plan that meets the stated goals and objectives established for the preparation of the

Master Plan. The Land Use Plan, the Housing Plan, the Circulation Plan, the Utilities Plan, the Community Facilities Plan, the Farmland Preservation Plan, the Conservation Plan, the Economic Plan, the Historic Plan, the Recycling Plan, and the General Plan provide the Township with important tools to meet the ongoing needs of the Township of South Brunswick; and

WHEREAS, the Planning Board finds that the Master Plan prepared by Heyer, Gruel & Associates, PA dated November 19, 2001 and revised through December 5, 2001, reflects the goals and objectives of the Township of South Brunswick for the next several years, and will guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare.

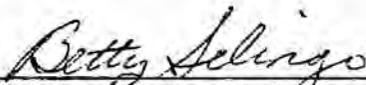
NOW, THEREFORE, BE IT RESOLVED by the Township of South Brunswick Planning Board pursuant to its statutory powers on December 5, 2001, on a motion by Arthur Robinson, seconded by Ranjit Sinha to adopt the Master Plan prepared by Heyer, Gruel & Associates, PA, and as amended at the public hearing, for the above reasons and those set forth in said Master Plan, for the comprehensive development of the Township of South Brunswick and in compliance with the requirements of the Municipal Land Use Law, N.J.S.A. 40:55D-28; and to

Forward the Master Plan to the Mayor and Council of the Township of South Brunswick for implementation.

Certification

I hereby certify that the foregoing is a true copy of a resolution adopted by the Planning Board of the Township of South Brunswick at its regular meeting on December 5, 2001.

South Brunswick Township Board



Betty Selingo, Planning Board
Secretary, Township of South Brunswick

This Resolution was voted on as follows:

ROLL CALL

IN FAVOR OF APPROVAL:

**Jim Allen, Sylvia Lee, Arthur Robinson, Joseph Spataro, Ranjit Sinha, Charlotte Camarota
Susan Edelman, Mayor Johnson and Charles Carley.**

OPPOSED TO APPROVAL:

None

ABSTAINING:

None

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Master Plan Process

A Master Plan provides a comprehensive guide for the future development and preservation of key areas of a community. The key element in defining the difference between a Master Plan and other planning studies is the Master Plan’s comprehensive approach to planning issues. The Master Plan considers many factors having an impact on community life, with the focus on its physical, social, economic and aesthetic needs. Each of these many aspects are considered with respect to the entire community, and in forming final proposals, all planning considerations are adjusted to each other.

Requirements for Planning

The New Jersey Land Use Law (c.291, N.J. 1975) specifically 40:55D-28 establishes the legal criteria for a Master Plan and each community must be certain that its plan complies with the legal requirements of the law. The following is a summary of these requirements:

Preparation and Adoption

The responsibility for the preparation of a Master Plan rests with the local Planning Board. A Plan may be adopted (or amended) only by the Planning Board and only after a public hearing. The Plan must be reviewed at least once every six years.

Content

The Master Plan must include a statement of objectives upon which the Plan is based. It must include a land use plan indicating: (1) natural conditions; (2) extent and intensity of land to be used for varying types of future development; (3) the location of existing or proposed airports and airport hazard areas; and (4) statement of recommended population density and development intensity. A specific policy statement indicating the relationship of Plan proposals to the Plans of neighboring communities, the County, and other appropriate jurisdictions must also be included. A housing plan element to the Master Plan is also required under section N.J.S.A. 40:55D-62 if the Township zoning is to be held valid. It should be noted that the Planning Board adopted a Housing Plan in 1995. A Master Plan may also include the following elements: circulation plan; utility service plan; recreation plan; conservation plan; economic plan; historic plan; preservation plan; and recycling plan. The Municipal Land Use Law does not limit the number of plan elements in a Master Plan and a community is free to develop additional subplan elements to meet its particular needs.

Enforcement and Implementation

The Master Plan, after adoption by the Planning Board, gives the community the legal basis for control over future development. The major means of implementation are as follows:

Master Plan Process

- All of the provisions of a zoning ordinance, or any amendment or revision thereto shall either be substantially consistent with the Land Use Element of the Master Plan or designed to effectuate such Plan element (N.J.S.A. 40:55D-62).
- The location and design of new streets created through the process of land subdivision or site plan approval may be required to conform to the provisions of the circulation plan element of the Master Plan (N.J.S.A. 40:55D-38b(2)).
- Where the Master Plan provides for the reservation of designated streets, public drainageways, flood control basins or public areas, the Planning Board may require that such facilities be shown and reserved in subdivisions and site plans in locations and sizes suitable for their intended use. The municipality must compensate the owner for such actions (N.J.S.A. 40:55D-44).
- Whenever the governing body or other public agency proposes to spend public funds, incidental to the location, character or extent of a capital project, such proposal must be referred to the Planning Board for review and recommendation. No action shall be taken without such recommendation or until 45 days have elapsed (N.J.S.A. 40:55D-31).
- The establishment of Historic District and preservation of specific historic sites must be based on a Historic Plan Element (N.J.S.A. 40:55D-28(10)). Subsequent to this, a community may establish a Historic Preservation Commission 40:55D-107.

Introduction

The Township of South Brunswick has prepared several Master Plans dating back to 1967 and 1972. The last comprehensive Master Plan was adopted in 1982. Since then the Planning Board adopted a Master Plan and Master Plan Reexamination report in 1988 and a Reexamination Report in 1994. In addition, a Route 1 Corridor Study was prepared and adopted in 1995. This resulted in the adoption of a U.S. Route 1 Rezoning Proposal Phase 1. A second Route 1 Master Plan Amendment was adopted in April 2000 and October 2000.

A Reexamination Report was prepared and adopted in 2000. The report outlined that since 1994 there have been 40 amendments to the zoning plan. The report also outlined that a comprehensive Transportation Element and a Historic Preservation Ordinance have been undertaken.

The 2000 Reexamination Report recommended that a new comprehensive Master Plan be prepared. The broad objectives of the new Master Plan which would replace the 1982 Master Plan are as follows:

- Consolidate all past planning and zoning actions in a new land use plan element.
- Incorporate specific studies such as the Transportation Element, the Historic Resources Inventory and the Open Space Plan as Master Plan Element in the new comprehensive Master Plan.
- Prepare all Master Plan elements as set forth in the M.L.U.A. 40:55D-28 Master Plan to reflect current Township conditions as of 2001.
- Recommend land use changes based on the new land use survey and the Master Plan elements.

Goals and Objectives

The New Jersey Municipal Land Use Law (40:55D-28) requires that every Municipal Master Plan contain a statement of Goals, Objectives, Principles, Assumptions, Policies and Standards upon which the community's comprehensive Master Plan for the physical, economic and social development of the community is based.

This statement represents the Planning Board's evaluation and refinement of positions established in past Master Plans as well as consideration of newer issues or concerns presented to or developed by the Board. This statement has been established through comments received at discussion at open meetings of the Planning Board and public hearings on the draft of this Master Plan.

Master Plan Goals are intended to be rather general in nature; providing an overall framework for development and preservation. The Objectives begin to establish a somewhat more specific approach to realizing stated Goals. The individual Elements of the Master Plan that follow this Statement will contain far greater detail.

Land Use Plan Element

Residential

Protect and enhance the residential character of the Township. Avoid conflicting land uses and create buffers between residential and non-residential uses. Continue and augment land use policies that reduce residential densities in appropriate areas and preserve open space and critical environmental features.

1. Incompatible land uses that have existed in residential areas should be eliminated or adequately buffered and separated from residential uses.
2. Residential uses should be separated from roads that carry primarily non-residential traffic loads.
3. In wooded areas, residential uses should be clustered in order to preserve woodlands and enhance residential development; rural residential areas should be developed under conventional zoning.
4. Residential density concentrations should be based on adequate consideration of facilities, utilities and transportation.
5. Continued recognition of the existing villages of Kendall Park, Franklin Park, Kingston, Monmouth Junction, and Dayton and the existing hamlets of Little Rocky Hill, Cottageville, Fresh Ponds and Deans.
6. Improvement and maintenance of the existing housing stock in the Township, as per the Property Maintenance Code.
7. Cluster development policy should be clarified, and if deemed appropriate, should be encouraged to preserve open space and where feasible, farmland; preserve environmentally sensitive areas, especially woodlands and stream corridors; and create village and hamlet scale development.
8. Exclude future residential uses along Route 1 to avoid a built-up appearance and to shield residential uses from the impact of high traffic arterial roads.
9. Buffering and screening requirements must be provided between residential and non-residential uses with particular attention paid to screening noise and lighting. Buffering requirements must be increased between Route 1 vacant and non-residential lands and the Brunswick Acres area; and between the Route 27 vacant commercial land and Brunswick Acres area.
10. Buffering and screening requirements must be provided between residential areas and major transportation routes (i.e. New Jersey Turnpike, Routes 27, 1, 130, 522, Northumberland Way, Arterial Way,

Goals & Objectives

Deans-Rhode Hall Road and railroads). To the extent possible, new or expanded roadways shall not be constructed through residential areas. The distance of dwellings from the road, however, should be varied according to the function of the roadway. Any future residential development should not be bisected by a major road. The location of common facilities (i.e. recreation complex) should be done in a manner so as not to lead to a potential conflict between pedestrians and vehicles.

- 11. Provisions are required to provide greater measures of safety and to reduce potential for loss of life and property adjacent to utility corridors (i.e. pipelines, PSE&G, JCPL). This applies to residential and public facilities especially.
- 12. The Zoning Board of Adjustment reports have raised issues yet to be addressed: the Route 27 corridor should be reexamined in light of the many non-residential uses that exist as non-conforming uses (1987); the home/business occupation policy needs clarification (1988, 1989).
- 13. Residential densities should be reduced Township-wide.
- 14. Encourage additional farmland preservation, especially in the agricultural development areas.

Villages

Preserve and enhance the character and sense of place of individual villages and hamlets. Provide protection by using sensitive planning practices.

- 1. Village character should be enhanced.
- 2. Architectural design standards are needed to maintain scale and historic character.
- 3. Sidewalks should be provided to villages from outlying residential areas, and within the village itself.
- 4. Commercial uses should be permitted along Main Street, Kingston only.
- 5. Little Rocky Hill and Franklin Park should be identified as hamlets.
- 6. A "Main Street" aspect of all villages should be enhanced. Encourage mixed uses including commercial, residential, employment, day care, etc.
- 7. Make the uniqueness of each village or hamlet enhance the totality of South Brunswick.
- 8. Establish appropriate centers and environs for the villages and hamlets.

Commercial

- 1. A variety of commercial complexes and uses should be planned to meet varying needs, i.e. neighborhood, retail, highway and local service professional.
- 2. The various commercial uses should not conflict with industrial and residential uses, but be compatible with them.
- 3. Commercial uses should not be scattered, but located in consolidated places, so circulation and public transportation can be effectively provided.
- 4. Commercial and office uses along Route 27 in Kendall Park and Franklin

- Park areas are appropriate, but buffering and screening to adjacent residential areas must be provided as required.
- 5. Commercial and office uses along Route 1 are appropriate, but buffering and screening to adjacent residential areas must be provided as required.
- 6. Some zoning recommendations adopted in the 1988 and 1991 Master Plan amendments have not been implemented (i.e. Kingston Flower Shop, Fresh Ponds Executive Apartments, affordable housing site on Route 27 between Gateway Boulevard and Alston Road).
- 7. Encourage reuse of vacant non-residential space.

Employment (Industrial)

- 1. Major arterial roads and railroads should be directly available to industrial sites.
- 2. Utilities, such as sewer, water and electric should be available.
- 3. Sufficient land should be provided to allow for expansion of industrial sites.
- 4. Residential uses opposite or near these uses should be buffered and screened as per the existing ordinance.
- 5. Consideration should be given to environmentally sensitive areas when designing developments in Employment Center areas. The environment should not be impaired by the development of ratables.
- 6. Discourage industry that could pollute the environment.
- 7. Industries which have low water use should be encouraged.

Housing Plan Element

Provide for a variety of housing choices through the implementation of South Brunswick’s affordable housing obligation as follows:

- 1. Modification of standards in the development regulations ordinance which inhibit the production of lower cost housing, while retaining all those standards necessary for the protection of the public health, safety and welfare.
- 2. Encourage the production of subsidized housing and “least cost” housing, in accordance with the adopted housing plan.
- 3. Encourage the construction of affordable housing in or near built areas and as convenient as possible to public transportation, employment, shopping and community facilities.
- 4. Encourage the preservation of existing housing, particularly giving attention to the older established neighborhoods.
- 5. Encourage the development of assisted care, congregate care, nursing home usage and provision for same in Township.
- 6. Encourage adequate affordable housing for low and moderate income

families (including senior citizens) in conformance with the approved housing plan.

Circulation Plan Element

Encourage the development of a safe, practical and efficient circulation system throughout the Township.

1. Provision should be made for inter- and intra-Township traffic movement.
2. Local traffic should be separated, as much as possible, from through traffic.
3. Provision for better access to the various land use elements should be made.
4. Safety and efficiency for traffic should be a constant parameter for circulation design.
5. Provision should be made for a variety of modes of transportation, including pedestrian, vehicular, equestrian, cycling and public transportation (bus).
6. Adequate separation and linkages between various transportation modes should be made.
7. Roadways should be carefully designed to handle necessary volumes; however, they should not be over-designed.
8. Sidewalks should be installed along roads to link residential areas to recreational facilities, schools and commercial locations. Where this cannot be done through the development review requirements, it should be done as a capital project, particularly to provide access to schools.
9. Improvement is needed at the Ridge and New Road, and Ridge and Stouts Lane intersections in Monmouth Junction.
10. Improvement plans for Route 1 crossings should include provisions for pedestrian and bike traffic.
11. Georges Road should be a light traffic street to discourage truck traffic.
12. If the need for a train station develops in the future, the Planning Board will, after a thorough impact study, reevaluate the issue.
13. Pedestrian crossings should be provided on Route 27 at Heathcote Brook Road.
14. Any future Exit 8B on the New Jersey Turnpike should not be located at Davidsons Mill Road.
15. Route 1 should be widened and include circulation to all east-west roads.
16. Sand Hills Road should not be widened.
17. Bike paths should be designed into all projects. They should be built as soon as possible with the private development, or as capital projects.
18. Establish bikeways as both recreational facilities and transportation routes.
19. Density bonuses for infrastructure are not recommended, and new methods of funding infrastructure such as capital programs and DOT funding should be considered.
20. Arterial and collector roadways should not bisect residential develop-

ment, but where unavoidable, community facilities/recreation areas should be located on both sides of the roadway. Also, greater building setbacks, and mitigation of impacts should be required.

21. Access of major crossroads to Route 1 should provide good design for vehicular connections.

Utilities Plan Element

Allow the improvement and expansion of the Township’s utilities infrastructure to ensure adequate service for present and future development in accordance with the Master Plan land use policy.

1. Drainage problems created by development must be avoided.
2. Public water service should be provided to all properties in South Brunswick Township. Priority should be given to those areas with failing private systems and in other areas of potential pollution problems.
3. Rationing use of water should be avoided.
4. The wastewater management plan should be amended to conform to this Master Plan and the State Development and Redevelopment Plan.

Community Facilities Element

Plan for future community facilities in order to accommodate anticipated population growth and to serve the Township’s residents as follows:

1. Facilities should be convenient to serve the residents of the Township.
2. Facilities should provide a full range of services to persons of all socioeconomic backgrounds.
3. For the residents of the Township, facilities should promote the health, safety and welfare for the municipality.
4. Land should be purchased now for future municipal use.

Park, Open Space and Recreation Element

Provide for adequate parks, open space and recreational facilities for present and future population through a comprehensive recreation plan that includes the following:

1. Recommended capital improvement program for each existing park facility to serve the recreational needs of the Township through 2001 and the future population growth through 2010.
2. Encourage the acquisition of additional park and open space land. Additional acquisitions may either be new sites or sites adjacent to parks, schools or presently owned Township, County or State property. Promote the creation of green links which connect public lands to enhance recreational quality and user enjoyment.
3. Strive to design, construct and maintain year-round quality recreation and cultural facilities at existing or future park sites that better serve

Goals & Objectives

- an increasing Township population. Sound site planning with respect for wet areas and woodlands will aid in good parkland utilization and eliminate the cost of relocating facilities.
4. Combine open space in proposed residential development with those on adjacent properties, with the homeowners' association responsible for the maintenance of areas in their development. The Township may accept ownership where the land connects to Township parks, schools, open space or linear connections, unique features or is of significant value to the community.
 5. Establish a sense of pride in the park and cultural facilities through community involvement via league sports, clubs, neighborhood-adopt-a-park programs, and cultural events. Clean, well-maintained parks, nature trails and picnic groves will foster citizen support and community pride.
 6. Continue to improve the quality of recreation and cultural facilities on parklands while establishing a sense of park identity in the eyes of Township residents. The goal can be achieved in part through the use of new park signs, wood fencing, bollards, and landscaping as well as new playground equipment and park structures. All these can improve visual aesthetics and citizen recognition of their neighborhood or community parks.
 7. Encourage continued cooperation with the Board of Education in the use of school buildings, play fields and tennis courts to expand programmed activities and serve a great number of Township residents.
 8. Establish both service and police access to all existing and future parks, trails and open space lands.
 9. Control public access with wood bollards, fences and gates to reduce damage by trail bikes and autos.
 10. Review development applications to ensure adequate recreation facilities are constructed to serve the new populations being created.
 11. Promote sound engineering and architectural design standards for all improvements including storm water detention basins and landscaping to ensure proper layout and construction of recreation facilities of high quality and lasting value.
 12. Increase recreation facility use by all age groups through the construction of rest rooms, improved vehicular access with parking, facilities designed with the wide age span (from tots to seniors) of the residents in mind.
 13. Establish linear parks along stream corridors, on abandoned rail lines and along utility easements for the creation of hiking paths or bikeways which connect parks and schools to population and employment centers. Bikeways should serve as both recreational facilities and transportation routes.
 14. A public pool (indoor or outdoor), and golf course/driving range are desirable recreation facilities.
 15. Facilities for tots and younger children should be neighborhood oriented.
 16. Parks should be designed with safety in mind.

17. Reichler Park should have access from Kingston Lane assuming this goal may be achieved without traversing wetlands or the library parking lot.
18. Standards are needed for type and size of recreation facilities in private developments.

Conservation Plan Element

Preserve and protect environmentally sensitive lands and natural resources through the Conservation Plan by the following methods:

1. Linkages, including but not limited to bikeways, pedestrians paths and greenways, should be established between parks.
2. School facilities should be nearby parks wherever possible, but should not encroach on or cut down on park acreage.
3. The natural environment should be maintained and enhanced.
4. Future acquisition should preserve areas of natural resources and functions.
5. More open space and conservation areas are needed, and a comprehensive conservation element should be prepared.
6. Pathways and open space should be provided along stream corridors.
7. Paths and bikeways should be provided along utility corridors which lend themselves to such use.
8. The farmland preservation program should be encouraged through public meetings and adequate funding.
9. Pigeon Swamp should be developed for access and passive uses only.
10. A bikeway/walkway link between Monmouth Junction and Kingston should have priority.
11. A linear park should be established adjacent to the Cook Preserve, along Carter Brook, Heathcote Brook to Woodlot Park.
12. Bikeways should link villages, outlying residential areas and green areas.
13. Preservation of trees is vital.
14. Private or public land conservancies should be contacted for interest in owning or managing open space areas to reduce municipal liability and maintenance responsibilities.
15. A critical areas ordinance utilizing the concept of “minimum improvable area without environmental or legal constraints (i.e. easements, slopes, wetlands, etc.)” should be explored.
16. Aquifer area needs specific protective land development standards.
17. Environmental investigation areas should be considered in Master Plan.
18. Preserve critical areas, stream corridors and prime agricultural soils by the purchase of these lands through fee simple and easements or

from donations by private individuals and developers. Property acquired shall remain consistent with the Land Use Plan and Land Use Ordinance of South Brunswick Township.

Economic Plan Element

Maintain the economic vitality of the community by encouraging continued light industrial and commercial development in appropriate areas as designated on the Land Use Plan.

1. Retain and coordinate existing, varied industrial and office professional zones where feasible.
2. Economic development has been prioritized through the Industrial and Commerce Commission. Business retention is a vital policy and requires continued emphasis and resource.

Historic Plan Element

An historic preservation ordinance should be established to preserve and protect significant historic resources listed in the 2001 resource inventory and as may be updated in the future. This ordinance should be drafted in accordance with the requirements of the Certified Local Government (CLG) Program, which is intended to promote historic preservation on the municipal level by providing financial and technical assistance for historic preservation efforts.

1. An historic sites inventory should be maintained.
2. An in-depth evaluation of historic resources should be done to ascertain whether any warrant for a petition to be placed to the State and National Registers.
3. The Township should apply for CLG status in order to benefit from the Program.
4. Measures should be taken to protect sites when outside of an historic area or village.

Recycling Plan Element

Reduce the Township's solid waste stream by using a variety of recycling procedures. The plan seeks to recycle at least 25 percent of each preceding year's solid waste stream.

1. Continue the implementation of the South Brunswick Recycling Ordinance requiring the source separation and collection of recyclable materials.
2. Provide site plan and subdivision review procedures that require the collection, disposition and recycling of recyclable materials within any development proposal for the construction of 50 or more units of single-family housing, six or more units of multifamily housing and any non-residential use.
3. To expand and improve the procedures and requirements of the Township Recycling Program, including the materials to be recycled, when-

ever said expansion or improvement is consistent with the statewide Recycling Act, Middlesex County Solid Waste Management Plan and the findings of the D.E.P.

General Element

1. Identity as municipality (South Brunswick Township) should be encouraged.
2. Capital improvements programming by Planning Board or at least with Planning Board input is useful to better coincide with private investment. Improved communication and coordination between municipal departments is also necessary.
3. Financial wherewithal of developers needs to be scrutinized, to the extent legally possible.
4. Capital money for park expansion needed.

Process and Procedures

1. To continue to provide an ongoing flow of information to the public.
2. Zoning enforcement must be increased and pursued in a forthright and timely manner, and violations should be vigorously pursued in Municipal Court.
3. The Township should prepare brochures and news articles regarding rules and regulations, Master Plan, ordinances, etc.
4. Establish meetings with adjoining communities regarding master plan and zoning.
5. Continue in service education programs for Planning and Zoning Board Members.

Ordinance Amendments

1. The entire Land Use Ordinance (Chapter 175) should be reorganized and rewritten for consistency with current practices and standards.
2. Signage ordinance needs to be reviewed.
3. A comprehensive landscaping ordinance is needed, addressing design requirements, general maintenance requirements, specific planting standards, and performance guarantees.
4. Property maintenance codes, both for residential and non-residential uses, are needed.
5. Current provisions in the Land Use Ordinance for “transition lots” need to be eliminated, as they could result in development entirely inconsistent with this Master Plan.
6. Unauthorized “development” activity such as site disturbance, filling or regrading areas without site plan review should be regulated.
7. Industrial/warehouse/non-residential development needs higher aesthetic standards: building design, landscaping, maintenance of build-

Goals & Objectives

- ing and grounds.
- 8. Development regulations:
 - a. Mandate completion of improvements in phases on court-by-court basis prior to occupancy;
 - b. Lighting standards needed in parking lots and in common areas for safety of residents.
- 9. Standards for location and design of fast food restaurants have been developed.
- 10. Sight triangles for private roads and driveways should be defined.



Regional Location

South Brunswick Township

Middlesex County

New Jersey

Prepared by:  Heyer, Gruel & Associates, PA - 2001

Land Use Plan Element

Existing Land Use

The Township of South Brunswick consists of 26,240 acres, of which 17,511 acres or 66.8% are presently developed or designated as park lands or open space. This information is based on land use surveys of the Township conducted in 1968, 1980, 1988, 1994 and April 2001. The results of the April 2001 survey are shown on the Existing Land Use Map, Map II-1 and quantified on a comparison basis for the above survey years in Table II-1.

Land Use Categories

A previous Master Plan established five major land use categories. These categories were used for comparison purposes. Each major land use category is further divided into various subcategories which outline the intensity of development and the overall land use objectives of each category. For example, the commercial land use category has been subdivided into commercial and office land uses in the 2001 survey. Table II-1 provides an overview of the land use trends based on these categories and Chart II-1 graphically illustrates these trends relative to the total acreage of the Township.

- I. **Residential:** *Includes single family detached units, single family attached units, multifamily/apartments and mobile home parks.*
 - a. Single family detached: Single family dwelling units on lots without farm assessments.
 - b. Single family attached: Single family dwelling units attached to others; may be on individual lots or on lands under common ownership.
 - c. Multifamily/apartments: Dwelling units that are for rent.
 - d. Mobile homes parks: Dwelling units contained in mobile home parks.
- II. **Commercial:** *Includes commercial and office uses.*
 - a. Commercial: A use engaged in the buying and selling of goods and/or services, including hotels, restaurants, gas stations, retail establishments, shopping centers, etc.
 - b. Office: A use in which businesses, clerical or professional services are conducted, including medical and professional offices, office buildings, banks, etc.
- III. **Industrial:** *Includes industrial uses.*
 - a. Industrial: A use in which goods are produced, sold and/or distributed commercially, including manufacturing and research facilities, distribution centers, warehouse operations, etc.
- IV. **Public/Quasi Public:** *Includes parks, public land, Township open space, and railroad/utility land uses.*
 - a. Parks: Lands utilized for active or passive recreational activities by the public. Includes Township, County or State Parks, lands

- acquired through Green Acre funding, etc.
- b. Public land: Lands owned by the municipality or similar municipal entity, containing uses that serve a public function. Includes schools, municipal complex, firehouses, post offices, pump stations, water towers, etc.
- c. Township open space: Lands owned by the municipality or similar municipal entity reserved for open space.
- d. Private open space: Open space resulting from cluster subdivision and owned by home owners' associations or other private land.
- e. Quasi-public: Lands containing an established organization or foundation, dedicated to public service or to culture. Includes churches, cemeteries and social and fraternal clubs.
- f. Utility: Lands owned by or utilized by a public utility agency that provides the public with services, such as electricity, gas, communication, etc.
- g. Railroad: Lands utilized for providing rail service for the transport of people and/or goods.

V. Vacant/Agricultural: *Includes vacant lands, agricultural uses and landfills (without subsequent land use).*

- a. Vacant/Agricultural: Lands that are currently either undeveloped, or lands utilized for farming, raising crops or live stock or agricultural productions and/or receive farmland assessment for taxing purposes.
- b. Landfill: Lands, formerly or currently, being utilized for the disposal of refuse.

Trends

The Township of South Brunswick contains a diverse array of land uses ranging from rural single-family residences, single-family subdivisions and farmland to large-scale planned developments, multi-family apartments, corporate offices and industrial uses. The Township's development was strongly influenced by its strategic regional location, accessibility via highways such as Route 27, Route 1, Route 130 and the Turnpike and vacant and farmland availability.

Since 1994, 3,253 acres of vacant/agriculture land have been developed and 663 acres have been purchased for public use. The predominant land use in the Township is still vacant/agricultural, which comprises 8,728 acres, or 33.2 percent of Township land. In the southern part of the Township, major sections of these remaining lands are restricted by wetlands. The second largest land use is classified as residential, which occupies 6,927 acres, or 26.4 percent of all Township land. Public and quasi-public land occupies 5,718 acres, or 21.8 percent of land. Industrial is the next largest land use with 3,928 acres, or 15.0 percent of Township land, and finally, commercial is

Land Use Plan Element

Table II-1
Land Use Changes
Township of South Brunswick

Land Use	1960		1968		1960-1968	1980		1968-1980	1988		1980-1988	1994		1988-1994	2001		1994-2001
	Acres	% of Land	Acres	% of Land	% Change	Acres	% of Land	% Change	Acres	% of Land	% Change	Acres	% of Land	% Change	Acres	% of Land	% Change
Residential	1,745	6.6	2,215	8.4	26.9	2,615	10.0	18.1	3,929	15.0	50.2	4,869	18.6	23.9	6,927	26.4	42.3
Commercial	145	0.6	160	0.6	10.3	240	0.9	50.0	351	1.3	46.3	618	2.4	76.1	938	3.6	51.8
Industrial	1,105	4.2	1,620	6.4	46.6	1,910	7.3	17.9	2,533	9.7	32.6	3,053	11.6	20.5	3,928	15.0	28.7
Public	1,825	6.9	3,195	12.1	75.1	4,165	16.0	30.4	4,613	17.6	10.8	5,055	19.3	9.6	5,718	21.8	11.8
Vacant/ Agriculture	21,460	81.7	19,300	72.9	-10.1	17,130	65.7	-11.2	14,814	56.5	-13.5	12,645	48.2	-14.6	8,729	33.2	-26.5
Total	26,280	100.0	26,490	100.0	0.8	26,060	100.0	-1.6	26,240	100.0	0.7	26,240	100.0	0.0	26,240	100.0	0.0

Source: As reported in Table 1 of the 1988 Master Plan and Master Plan Reexamination Report, Exhibit 9 of the 1994 Amendment to the Master Plan and reported in the application files.

the smallest land use category in the Township comprising 938 acres, or 3.6 percent of land.

Residential Development

Since the 1994 Land Use Element of the Amendment to the Master Plan, major residential development such as The Woods at Princeton Walk and The Preserve at Princeton Walk off Route 522, Deans Pond Crossing between Georges Road and Route 130, and The Grande at Monmouth Junction on New Road have been constructed. The majority of the 2,058 acre, or 42.3 percent, increase in residential land use occurred in the western half of the Township. Most of the projects were approved prior to 1998.

Commercial Development

The majority of the 320 acre, or 51.8 percent, increase in commercial land use occurred along major corridors like Route 1, Route 27 and Route 130.

Industrial Development

Recent industrial development includes several new car dealers, corporate centers and distribution centers. Much of the 875 acres of new industrial land, which is a 28.7 percent increase over industrial land use reported in the 1994 Reexamination Report, occurred in the southeastern section of the Township in the Route 130 industrial area.

Public/Quasi-Public Development

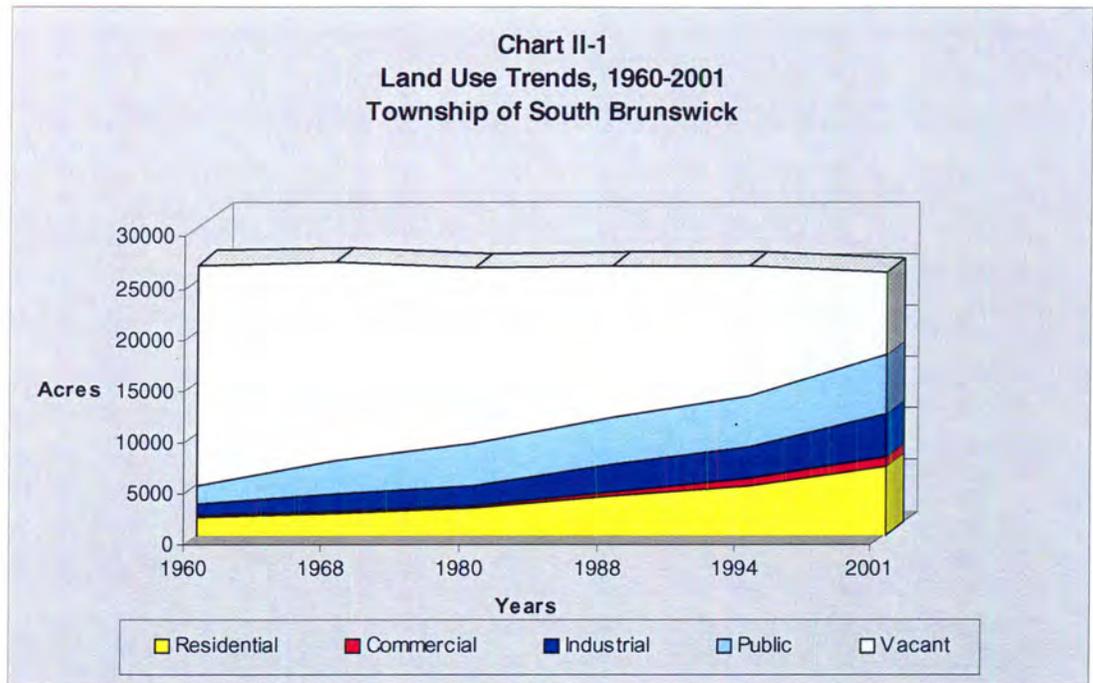
The Township has an extensive system of recreation and open space as detailed in the 1986 recreation Master Plan. Since the 1994 Reexamination Report, public lands have increased by 663 acres, or by 11.8 percent. Examples of active and passive recreation sites include Tall Timber Park on Culver Road, Friendship Park at East New Road and Friendship Road, Beech Woods at Route 1 and Beekman Road and Veterans Park on Beekman Road.

Vacant/Agriculture Land

Just over 33.2 percent of the Township's land, or 8,728 acres is vacant/agriculture. Most of the vacant/agriculture land is located in the southern section of the Township, with pockets of vacant land located in the western section and central section. Extensive areas of this land exhibit wetlands and other environmental restraints that may limit or prohibit future development of these lands.

Overview

Chart II-1 shows growth in the residential, commercial, industrial and public/quasi-public each land use categories, and a proportionate decrease in vacant/agricultural land. Although there has been residential growth, this development is almost matched with acquisition of public lands and development of industrial and commercial uses. The chart shows the amount of va-



ment of industrial and commercial uses. The chart shows the amount of vacant/agricultural land remaining, however, extensive areas of this land contains environmental constraints.

Build Out Analysis

The Existing Land Use Map and the 1995/1997 wetlands coverage maps from NJDEP were combined to show the location of wetlands on vacant land in the Township of South Brunswick.

Using tax maps and the zoning map, a table was created which listed the acreage of vacant lots according to zone. The amount of vacant land covered by wetlands was roughly estimated from the combined existing land use and 1995/1997 coverage maps. The vacant land analysis is shown on Table II-2.

Using zoning densities listed in the Ordinance, a build out yield was calculated based on ideal conditions. Accordingly, the zone with the largest build out potential is the planned residential adult community (PARC) zone with more than 1,000 units possible under ideal conditions. This zone is located: on the southwestern corner of Georges Road and Route 130; on Stouts Lane adjacent to the Conrail right-of-way; on Route 522 east of Route 1; and on Route 27 south of New Road and north of Route 522. The zone with the second largest build out potential is affordable housing (AH). Taking into consideration wetlands restrictions, there is a potential of 597 units. Most of this vacant land is located west of the Amtrak right-of-way, south of Major Road and north of Route 522. The third

**Table II-2
Vacant Land Analysis
Township of South Brunswick**

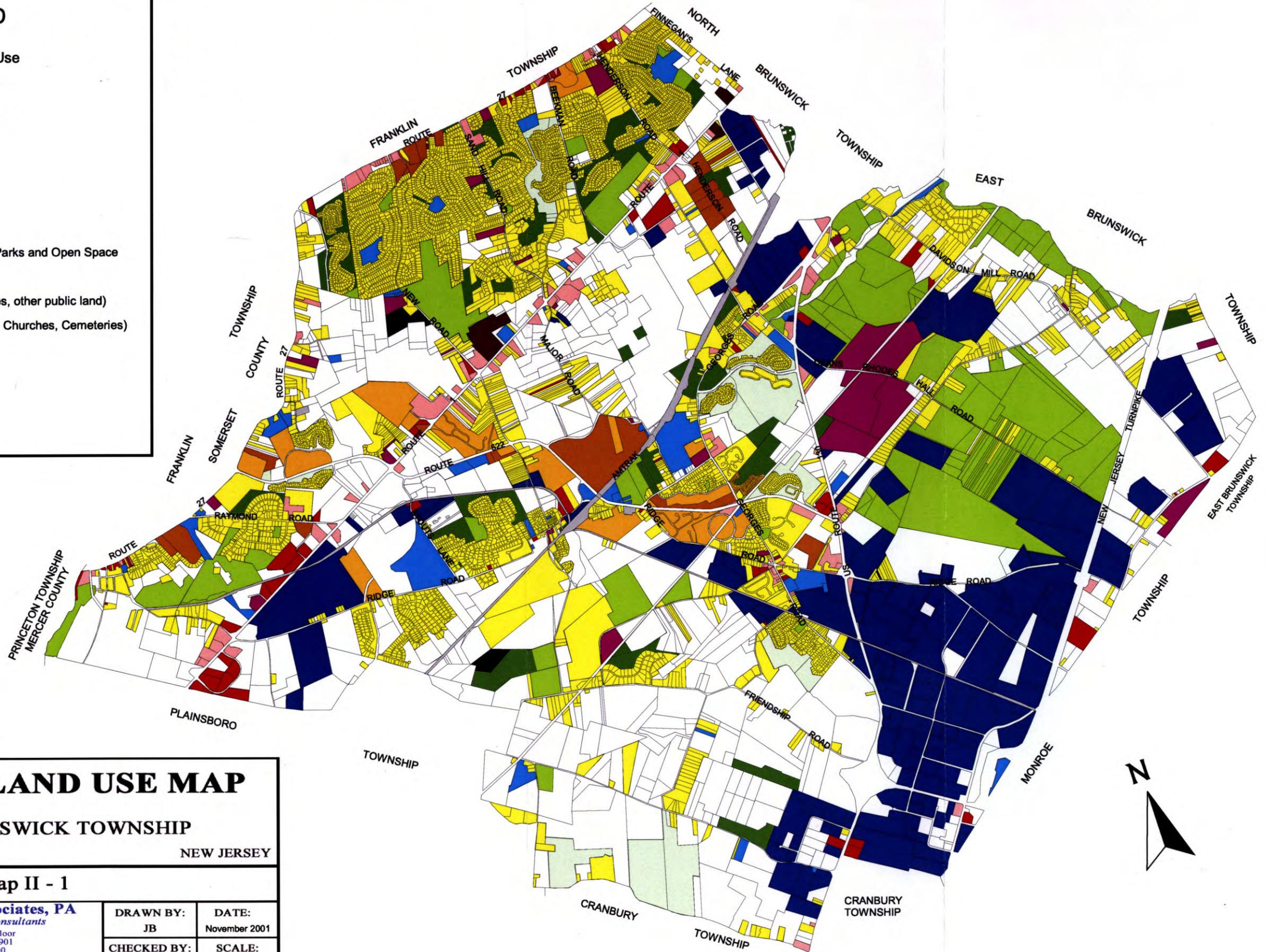
Zone Districts		ACRES			Zoning Area	Density	Acreage minus roads, etc.	Development Potential	
		Total Vacant Land	Vacant/Agriculture Wetlands	Vacant/Agriculture Uplands				Sq.ft. or Acre	Lots per Acre
RR*	Rural Residential	3,515	2,256	1,259	1 unit per 2 acres	0.50	1007	503	1,958
R-1	Single-Family/Cluster	831	234	597	1 unit per acre	1.00	478	478	
R-2	Single-Family/Cluster	688	207	481	1 unit per 30,000 sq.ft.	1.45	385	558	
R-3	Single-Family/Cluster	62	9	52	1 unit per 20,000 sq.ft.	2.18	42	91	
R-4	Village Residential	61	17	44	1 unit per 10,000 sq.ft.	4.36	35	153	
RM-1.1	Low Density Mixed Residential	0	0	0	1.1 units per acre	1.10	0	0	
RM-3	Medium Density Residential	101	77	24	3 units per acre	3.00	19	58	
RM-4	Medium Density Residential	0	0	0	--	--	--	--	
MF	Multiple Dwelling/Garden Apartment	0	0	0	--	--	--	--	
MHP	Mobile Home Park	12	4	8	7 units per acre	7.00	6	45	
PRD-I	Planned Residential Development	0	0	0	--	--	--	--	
PRD-II	Planned Residential Development	0	0	0	--	--	--	--	
PRD-III	Planned Residential Development	0	0	0	--	--	--	--	
R-C3	Single Family Cluster	0	0	0	--	--	--	--	
R-2.1	Single Family	40	5	35	1 unit per 2.1 acres	0.48	28	13	
RM-4/TH	Medium Density Residential/Townhouse	0	0	0	--	--	--	--	
PRD-IV/AH	Planned Residential Development/Affordable Housing	52	34	18	4 units per acre	4.00	15	59	
R-3/I	Residential/Industrial	0	0	0	--	--	--	--	
AH	Affordable Housing	167	43	124	6 units per acre	6.00	99	597	597
PARC	Planned Residential Adult Community	517	184	332	4 units per acre	4.00	266	1064	1,064
C-1	Neighborhood Commercial/Professional Office/Local Services	19	0	19					3,619
C-2	General Retail Commercial Center	97	59	39					
C-3	Highway Commercial	37	9	28					
OP	Office Park	185	80	105					
OR	Office/Research/Conference	1,172	210	962					
LI-1	Light Industrial	0	0	0	--	--	--	--	
LI-2	Light Industrial/Office/Research	56	30	26					
LI-3	Light Industrial/Office/Research	0	0	0	--	--	--	--	
LI-4	Light Industrial	23	0	23					
I-2	General Industrial	47	9	39					
I-3	General Industrial	773	182	591					
LI-4RR	Light Industrial/Rural Residential	265	21	244					
LI-4/C	Light Industrial/Commercial	8	0	8					
TOTAL		8,728	3,670	5,058					3,619

* Does not include 271 acres of land designated as preserved farms by the farmland preservation program.

LEGEND

Existing Land Use

- Single Family Detached
- Single Family Attached
- Multi-family / Apartments
- Mobile Home Park
- Commercial
- Office
- Industrial
- Township, County, State Parks and Open Space
- Township Open Space
- Public (Community facilities, other public land)
- Quasi-Public (Institutional, Churches, Cemeteries)
- Private Open Space
- Landfill
- Railroad / Utility
- Vacant / Agriculture



EXISTING LAND USE MAP

SOUTH BRUNSWICK TOWNSHIP

MIDDLESEX COUNTY

NEW JERSEY

Map II - 1



Heyer, Gruel & Associates, PA
Community Planning Consultants

63 Church Street, 2nd Floor
New Brunswick, NJ 08901
Phone: (732) 828-2200
Fax: (732) 828-9480
Email: mail@hgapa.com

DRAWN BY:	DATE:
JB	November 2001
CHECKED BY:	SCALE:
PMT	4,300' +/-

tial of 558 units, located mostly east of Route 1 and west of the Amtrak right-of-way. The rural residential (RR) zone has the fourth largest build out potential with approximately 503 units. This zone consists of two major areas: east of Route 130 and north of Jamesburg Road; and east of the Amtrak right-of-way and south of the Conrail right-of-way and west of Route 130.

The overall build out reflects approximately 3,619 potential units that could be developed assuming ideal property characteristics for each potential site. It should be pointed out that of this total, 1,000 housing units would generate by Planned Adult Communities and 597 units are part of the State housing obligation in that approximately 20 percent of these units would be for low and moderate income housing.

Land Use Plan

The Land Use Plan illustrates the basic elements of the Master Plan recommendations with respect to land use. A total of 17 land use classifications were created by combining land uses that share similar characteristics and/or densities. The land use plan consisting of the text and land use map which indicate the location, extent and intensity of development of land to be used for residential, commercial, industrial, public and other land uses. The Land Use Plan is intended to serve as a general guide to the community for developing more detailed land use proposals and regulations within the Land Development Ordinance.

Since the Township has undergone considerable development in the last 45 years, much of the land use plan reflects the current development pattern. Most of the land area east of Route 1 consists of single-family residential development at varying densities with supporting neighborhood and general commercial uses along Route 27. The Route 1 corridor, as a result of detailed studies and resulting policy decisions, has been planned for major office development and community and highway commercial uses. Residential uses have been precluded from Route 1 which is a sound planning principle. Traversing the central section of the community is the newly constructed Route 522 with an associated band of higher density residential development consisting of townhouses, apartments and small lot residential development. The largest affordable housing district is also located in this section. In the eastern section of the community, there are two major low density rural areas that represent the Township’s major open space and agricultural area. The major industrial areas are located in the east along the New Jersey Turnpike and the 8A toll plaza.

Despite the extent of current development which essentially establishes the overall development patterns, specific land use recommendations are set forth in the following detailed land use plan on Map No. II-1. Although 8,729 acres or 33.2% of the Township’s 26,240 acres land area are still vacant, a

major section of the vacant land is located in the two rural low density areas that exhibit, especially in the southern area, extensive environmental constraints.

The primary objective of the land use plan is to further the land use goals and objectives set forth in this Master Plan.

General Description by Use

RR Rural Residential Land Use

The RR district is located primarily in the southern and northeastern section of the Township and is designed to promote the preservation of farms and the rural character of the sections. In addition, low-density residential development, as well as recreational and agricultural activities which are compatible with the extensive environmentally sensitive natural features and lack of public sanitary sewer service, are proposed for this area of the Township. Permitted uses include single family dwellings, farm and agricultural activities, sale of farm produce, poultry and dairy products, public recreation and community center buildings and children's day camps.

This category currently includes 3,583 acres of vacant, wooded or farmed land of which approximately 2,256 acres consist of wetlands. It is recommended that a new zoning category be introduced south of Friendship Road which will require a density of one dwelling unit per five acres. This area lacks utilities and contains significant environmental constraints. In addition, the area is indicated as a PA 5 (Environmentally Sensitive Planning Area) on the State Development and Redevelopment Plan. Major sections of this area are also designated as a Agricultural Development Area and two farms are presently preserved (ADA-See Farm Preservation Element).

Low Density Residential Land Use

The low density residential land use refers to the eight R-1 districts. The two largest districts are located west of the Route 1 commercial/office zones along New Road and Ridge Road. Several smaller areas are located along Route 27, north and south on Ridge Road and Raymond Road, along Finnegans Lane and along the west side of Black Horse Lane. The smaller R-1 areas are developed; however, there are interspersed vacant parcels. These areas exhibit a low density residential and rural character. The two larger R-1 areas both contain extensive areas of public land, environmental constraints and very little vacant land remains due to existing development and pending approvals. Approximately 597 acres of vacant uplands remain in the zone. The Master Plan proposes to retain the current one unit per acre density for this district. This district permits the same uses as the RR zone, however with a minimum lot area of 1 acre. The area is within the sewer service area and utilities are available or access to utilities is feasible.

The large amounts of Township owned open space within the R-1 district is recommended to be placed in a new Government, Parks and Open Space district.

Medium Density Residential Land Use

The existing R-2, R-2.1, R-3 and R-C3 residential districts were consolidated as a medium density category for Master Plan purposes. They retain their respective density provisions and zone lines as shown in the Land Use Ordinance.

R-2 Residential

The R-2 districts are located in seven areas within the Township: a small area just southwest of the Route 522 and Route 1 intersection, one small and one large area located along Ridge Road west of Monmouth Junction, a large area located along Kingston Lane, and three areas located on the north and south sides of Deans Lane, Major Road and New Road east of Route 1. This district permits single family dwelling units with a minimum lot size of 30,000 square feet. The areas are served by sewer and water utilities.

Table II-2 shows that there are 481 acres of developable land currently available in the R-2 district, significantly along Major Road. It is recommended that the zoning on both sides of Major Road be decreased to 1 unit per acre to reflect the extreme environmentally sensitive areas of the undeveloped R-2 land and existing lot pattern. Many existing lots fronting on Major Road are 2 to 3 acres in size.

R-2.1 Residence

The R-2.1 district is located in the northwestern section of the Township along Beekman Road and permits single family dwellings at a density of 2.1 units per acre. The area is extensively developed with only a few vacant remaining parcels.

R-3 Residential

There are nine R-3 districts located throughout the Township. Two of the largest sections are located along the eastern side of Route 27. One small section is located next to a PARC zone near New Road east of Route 27. A fourth area just outside of the Monmouth Junction Area. The fifth and sixth areas are located along northern Georges Road in the Deans Area. A small piece along Monmouth Junction Road east of Dayton. Another small piece on the north side of New Road and an additional section is located along Georges Road southeast of Dayton. The principal use in this district is single family dwelling units with minimum lot sizes of 20,000 square feet. The R-3 districts are extensively developed. The areas along Route 27 are reflective

of the Township's initial suburban growth that occurred in the 1960s. It is recommended that the small R-3 next to the PARC zone be rezoned to R-1. This vacant parcel became isolated as a result of the establishment of the PARC zone, and it should be zoned consistent with its surrounding land uses and existing R-1 zoning. A second R-3 zone on the west side of Haypress Road is recommended to be rezoned to I-3. Only 52 acres of uplands remain in scattered parcels.

R-C3 Residential

There is one R-C3 district located in the northwestern portion of the Township on the east side of Route 27. The district permits single family dwelling units and mixed residential cluster developments. The minimum tract size for a mixed residential cluster development is 100 acres with a maximum gross density of 2.7 units to the acre. The area is fully developed and is a fine example of the open space benefits resulting from cluster development.

R-3/I Residential/Industrial

As the result of a court settlement, a special residential and industrial zone was established along the southerly end of Georges Road as it intersects with Route 130. The intent of the R-3/I Zone District is to create a special zone which recognizes an existing warehouse building/use that is located adjacent to existing residences and therefore requires special zoning regulations in order to achieve the following public purposes:

1. Model the development as it exists within the R-3/I District at the time of creation of this district but provide for limited expansion as permitted within the R-3/I District.
2. Avoid potential and reduce existing incompatibility with adjacent residences through special buffering techniques.
3. Reduce traffic impacts on adjacent residences by specifying driveway locations.
4. Achieve a compatible land use arrangement between the existing industrial use and adjacent residences through strict bulk and lot coverage zoning controls.

Village Residential Land Use

R-4 Residential

There are five R-4 districts within the Township of South Brunswick. One is located along Ridge Road in the Village of Kingston. A second district is located along New Road in Monmouth Junction with a large adjacent area southeast of Amtrak Jersey City Line. Smaller areas are located in Dayton along Georges

Road and along Deans Rhode Hall Road. This district permits single family dwelling units with minimum lot size of 10,000 square feet which conforms to the existing residential land use of the Township's older villages. There are some vacant lots within the villages.

Medium Density Single and Multi-Family Land Use

The medium density single and multi-family residential district consist of the following zones: RM-1.1, RM-3, RM-4, RM-4/TH and MF. They are also grouped for Master Plan purposes but retain their zoning identified in the Land Use Ordinance. The Master Plan grouping consists of the five residential zones that permit single family and various forms of attached units. The districts require a minimum project size of 30 acres to 300 acres and reflect planned development. The districts have been developed or are currently in stages of development.

RM-1.1 Low Density Mixed Residential

There is one large RM-1.1 district located between Georges Road and Route 130 in the central part of South Brunswick, which permits cluster development of single family detached dwellings, single family semi-detached dwellings and two family dwelling units. The minimum size for an RM-1.1 cluster is 300 acres. When the site is fully developed, it will provide for 20 low and moderate income housing units. A large part of the site was retained in open space due to the cluster provisions and environmental restrictions.

RM-3 Medium Density Residential

There are three RM-3 districts throughout South Brunswick. One is located along Henderson Road east of Route 1, another is located along the south side of Monmouth Junction Road and a third large section is located along Route 522 in the western section of the Township.

The RM-3 district permits single family detached dwelling units, including patio styles, single family semi attached dwellings, attached townhouses and multifamily dwellings. The minimum tract size for mixed residential cluster development is 50 acres with a maximum of 3 units per acre. These sites are not fully developed. A provision of the RM-3 zone was the combination of dualized Route 522 as a major east/west traffic roadway serving the Township.

RM-4 Medium Density Residential

There is one RM-4 district located along Georges Road, northeast of Dayton. The RM-4 district permits single family detached dwelling units, including patio styles, single family semi attached dwellings, attached townhouses and multifamily dwellings. The minimum tract size for mixed residential cluster

ter development is 50 acres with a maximum of 4 units per acre. The RM-4 is developed and, as a result of the cluster design, a large area of the site was retained as open space.

MF Multiple Dwelling Garden Apartments

Multiple dwellings such as Townhouses and garden apartments are the permitted land uses in the district. There are two locations for this land use along Route 27. One is Kingston Terrace and the other is Barrett Country Club Estates. The minimum tract size is ten acres with a maximum gross density ranging between 5 to 17 dwellings per acre. This zone is developed.

Planned Residential Development Land Use

The planned residential development land use consists of the following districts: PRD I, PRD II, and PRD III. Although grouped together in the Master Plan, these districts retain their individual density and locations in the Land Development Ordinance.

PRD I Planned Residential Development

The PRD I is located in the center of South Brunswick along Georges Road. The permitted uses include single family detached dwelling units, including patio styles, single family semi attached dwellings, attached townhouses and multifamily dwellings. The minimum tract size for mixed residential cluster development is 100 acres with a maximum of 5 units per acre. The area is fully developed and the district also included the construction of Route 522.

PRD II Planned Residential Development

There are two PRD II and they are located along the west side of New Road, northwest of Monmouth Junction while the second one is along the north side of Route 522. The permitted uses include single family detached dwelling units, including patio styles, single family semi attached dwellings, attached townhouses and multifamily dwellings. The minimum tract size for mixed residential cluster development is 80 acres with a maximum gross density of 4-7 units per acre. The district is substantially developed, with the remaining area approved for development. The construction of Route 522 is part of this zone.

PRD III Planned Residential Development

The PRD III is located along Ridge Road and permits single family semi attached dwelling units, attached townhouses and multifamily dwelling units. The minimum tract size is 25 acres with a maximum gross residential density of 4 units per acre. This PRD district is developed.

Planned Adult Residential Community Land Use (PARC)

There are four sites that represent PARCs in South Brunswick. There is a large site in the southeastern section of the Township along Route 130, a second location situated along the southern side of Route 522 adjacent to Route 1, a third site is east of Stouts Lane and a fourth site along Route 27. This district permits adult planned residential development, along with passive and active recreation facilities to be used by the residents and their guest. The housing is restricted to citizens 55 years and older as more specifically set forth in the Land Use Chapter. The minimum required lot area is 100 contiguous acres with a maximum gross density of 4 dwelling units per acre. To date, two PARCs have been approved.

Affordable Housing Land Use

As required by the Fair Housing Act of July 2, 1985, South Brunswick was required to meet its "Fair Share" obligation of low and moderate housing as established by COAH (Council on Affordable Housing.) In order to meet its obligation, the Township established the following districts that provide its Fair Share of low and moderate income housing: PRD IV and AH. The rezoning was required as part of the certification of the Township's housing plan. The Plan is certified to the year 2004 when the Township will again have to prepare a housing plan for certification. The American Legion property should be removed from the zone and be placed in the R-1 Residential District.

PRD IV/AH Planned Residential Development/Affordable Housing

The PRD IV/AH district is located within the central portion of the Township with access from Route 130, where single family detached dwellings, attached townhouses, multifamily dwellings and C-2 retail commercial uses are permitted. The minimum tract size for a PRD IV development is 100 acres with the gross density of 4 units per acre. The site provides for low and moderate income living units. This site is entirely developed.

AH Affordable Housing

There are eight AH districts within South Brunswick. Three sites are located along Route 27. The other sites consist of a small parcel surrounded by R-1 uses on Black Horse Lane, a large parcel bisected by Route 522, a small area on the west side of New Road, an area east of Monmouth Junction and a small section north of Georges Road. Single family detached dwellings, single family semi attached dwellings, attached townhouses and multifamily dwellings on tracts are permitted. The maximum net density is restricted to 12 units per acre. All districts except the properties west of Northumberland Way are built out.

Neighborhood Commercial Land Use

The Neighborhood Commercial districts referred to as C-1 are located along the northern section of Route 27 and within the villages of South Brunswick, along Ridge Road in Monmouth Junction and along Georges Road in four locations: at the intersection of Deans Rhode Hall Road in Deans, adjacent to R-2, RM-4 and AH uses, at the intersection of Route 522 and at the intersection of Monmouth Junction Road in Dayton. The minimum lot size for this area is 10,000 square feet and is primarily designed for and limited to business uses of a retail and service type and professional offices. Restaurants and package goods are conditional uses, provided they do not directly abut a residential district. This district also permits mixed uses with businesses on the first floor and second story residences reflective of the village character. Most of the districts are developed.

General Retail Center Land Use

The General Retail Center or C-2 districts are located in three areas along Route 27 and in three areas along Route 1. These districts permit community and area wide retail establishments, including department and variety stores, clothing stores, furniture and appliance stores, drug stores and liquor stores and areawide services with a minimum lot area of 5 acres. In addition, office buildings containing doctor's offices and other professional businesses are permitted. Vacant land exists within these districts especially along Route 1 and careful site planning is required to insure that development will be compatible with the remaining land uses and the particular traffic situation. Route 1 corridor was thoroughly analyzed by the Township and all recent policy changes are incorporated within.

Highway Commercial Land Use

The Highway Commercial or C-3 districts are located predominately along Route 1 and in three areas along Route 130. The intent of the C-3 district is to permit low to moderate level traffic generating highway oriented commercial services on larger lots. These uses include commercial and professional offices, automobile sales and services, lumber yards, home supply and appliances, garden centers, mini warehouses and restaurants with a minimum lot size of 2 acres. The sites on Route 130 are developed with new car dealers. The Route 1 corridor has been thoroughly studied by the Township, and this district reflects recently adopted land use policies. The HC land use which includes a small section of the Princeton Gate Development along Route 1 development should be placed in the single-multi land use. Vacant parcels remain within the C-3 district and careful site planning is required due to environmental constraints of the vacant areas, adjacent land uses and traffic consideration.

Office Park Land Use

The existing OP and OR districts were combined as an office park category for Master Plan purposes. The districts retain their respective land use, lot area

provisions and zone lines as shown in the Land Use Ordinance. The OP districts also reflect the recent intensive studies of the Route 1 corridor and current land use policy enactments.

OP (Office Professional)

The purpose of this district is to permit planned office development along the Route 1 corridor, while incorporating design standards for buffers, building orientation, parking area and landscape. Some of the permitted uses include professional and medical offices, banks, health clubs, fitness centers and dance studios, travel agencies, conference centers, nursing homes, extended-stay facilities, child care, assisted living and laboratory or research facilities. The minimum lot area for this district is 3 acres. Some of the areas exhibit environmental constraints. Careful site planning will be required to insure aesthetic development respective of site specific characteristics.

OR (Office Research)

The OR districts are located on the east and west side of Route 1, along Stouts Lane, in large lots southeast of Kingston and east of Dayton. Some of the permitted uses include executive and corporate offices, scientific laboratories and planned retail commercial and service facilities. The majority of this district is not fully developed, especially within the central portion of South Brunswick southwest of Deans Lane, and within the northwestern section of the Township. Limited office development has occurred within this zone on Northumberland Way near Route 1, however, the considerable vacant land within the zone indicates the potential for additional office development. It is recommended that the high school which is currently OR be changed to the new Government Use Park and Open Space district and the lot adjacent to the high school be changed to the R-2 district. The office park land use is proposed to be extended west from Route 1 and south of Mapleton Road as a result of the Kingston Village Center designation.

Limited Industrial Land Use

The existing LI-1, LI-2, LI-3, LI-4, LI-4/RR and LI-4/C districts were combined as a limited industrial category for Master Plan purposes. The districts retain their respective lot size provisions and zone lines as shown in the Land Use Ordinance.

LI-1 (Light Industrial)

There is one area of LI-1 located within Monmouth Junction adjacent to a R-2, R-3, R-4 and AH zone. The purpose of this district is to permit the development of low intensity light industrial uses such as business or professional offices, assembly and manufacturing uses, and storage yards. The minimum lot size is one acre. This area is developed.

LI-2 (Light Industrial/Office Research)

There are two areas of LI-2 districts permitted within South Brunswick. They are located along Georges Road near the village of Deans and along Route 130 and permit offices, light industrial, scientific laboratories and the wholesaling of goods and services. The minimum lot size is two acres and the area is extensively developed with only 26 upland acres remaining vacant.

LI-3 (Light Industrial/Office Research)

The two small areas designated as LI-3 are located along Route 130. The district permits the same uses as the LI-2: offices, light industrial, and scientific laboratories. However, professional centers are also allowed and the minimum lot size is 3 acres. This district is developed. It is recommended that the LI-2 district be merged with the LI-3 district because the uses are very similar and the existing lot areas in the LI-2 district are in excess of two acres.

LI-4, LI-4/RR and LI-4/C (Light Industrial, Residential, Commercial)

The LI-4, LI-4/RR and LI-4/C are located along Cranbury South River Road within the southeastern section of South Brunswick. The LI-4 permits wholesale distribution center, warehousing or storage and light industrial uses. The LI-4/RR also permit the wholesale distribution center, warehousing or storage and light industrial, however pre-existing residential uses are subject to the requirements of the RR district. The LI-4/C also permit the uses of the LI-4 district, but include motor vehicle service stations, restaurants, banks, convenience stores, garden centers and offices. The minimum lot area is 2 acres for a single use and 4 acres for a development with more than one use. These areas are extensively developed with a few remaining vacant tracts. Recommendations include the consolidation of LI-4/RR and LI-4 since the existing residential uses will remain as permitted uses.

General Industrial Land Use

The existing I-2 and I-3 districts were grouped into a general industrial category for Master Plan purposes. These districts retain their respective density provisions and zone lines as shown in the Land Use Ordinance.

I-2 (General Industrial)

The I-2 district is located on Black Horse Lane. The permitted uses include offices, lumber yards, wholesale distribution centers, laundry and dry cleaning, manufacturing and assembly plants, and metalworking with a minimum lot size of 2 acres. This area is not entirely developed.

I-3 (General Industrial)

There are several sections of the I-3 district located east of Route 130 and extending to the Turnpike along Stults Road and Ridge Road, and large parcel located along the south side of Ridge Road in the southwest section of South

Brunswick. The uses are the same as the I-2: offices, lumber yards, wholesale distribution centers, laundry and dry cleaning, manufacturing and assembly plants, however the minimum lot size is 6 acres. The district is almost entirely developed. A section of the R-3 zone on the west side of Haypress Road is recommended to be rezoned to I-3.

Private Open Space/Farmland Preservation Land Use

Included in this category are the sizable tracts of land that resulted from cluster subdivision activity that have been designated for open space and preservation. In addition, two farms have been preserved through the Middlesex County Farmland Preservation Program. They are also included in this category. The Land Use Plan therefore recognizes the preserved land use status of these parcels.

Government/Park/Open Space Use

This new designation includes major Township, State and County facilities and public open space/parks, public schools and municipal sites totalling 5,650 acres. These parcels are shown on the Land Use Map and Zoning Map and are scattered throughout the Township. Several parcels are significantly larger, such as Pigeon Swamp Park, Woodlot Park, Davidson's Mill Pond Park and Sondek Park. The new land use category would identify the extensive public land areas and limit their use to public and governmental uses.

Mobile Home Park Land Use

There are three areas of Mobile Home Parks located along Route 1. The minimum gross density for existing mobile home parks is five units per acre and maximum net density for mobile homes is seven units per acre. The MHPs are fully developed.

General Land Use Recommendations

Zone Recommendations

In general, there have been several recommendations that are discussed in greater detail throughout the text and are highlighted herein:

- The density in the RR zone below Friendship Road should be decreased to one house per five acres since the area lacks utilities, contain significant environmental constraints, and is designated as a PA5 environmentally sensitive planning area.
- The zoning be decreased to 1 unit per acre to reflect the existing development character and the extreme environmentally sensitive areas of the R-2 land on both sides Major Road.
- Consolidating the LI-4/RR and LI-4.

- For the areas of Township, County, State and community facilities and public open space and parks within many of the residential, commercial and industrial areas, a new government, park and open space zone is established. These areas include Pigeon Swamp Park, Woodlot Road Park, Davidson's Mill Pond Park and Sondek Park. The designation of this zone will significantly change the outline of many zones that contain large areas of public land.
- The R-3 areas next to the PARC southwest of New Road should be rezoned to R-1 to be consistent with its surrounding land uses.
- Merge the LI-2 with the LI-3 since the uses are the same and the LI-2 lots meet the LI-3 district requirements.
- The R-3 zone on the west side of Haypress Road is recommended to be rezoned to I-3 since the area consists of a industrial use.
- The American Legion property should be removed from the Affordable Housing Zone and placed in the R-1 District.
- A small section of Princeton Gate along Rt. 1 is zoned Highway Commercial and should be placed in the Medium Density Residential District.

Zoning Ordinance Design Standard Recommendations

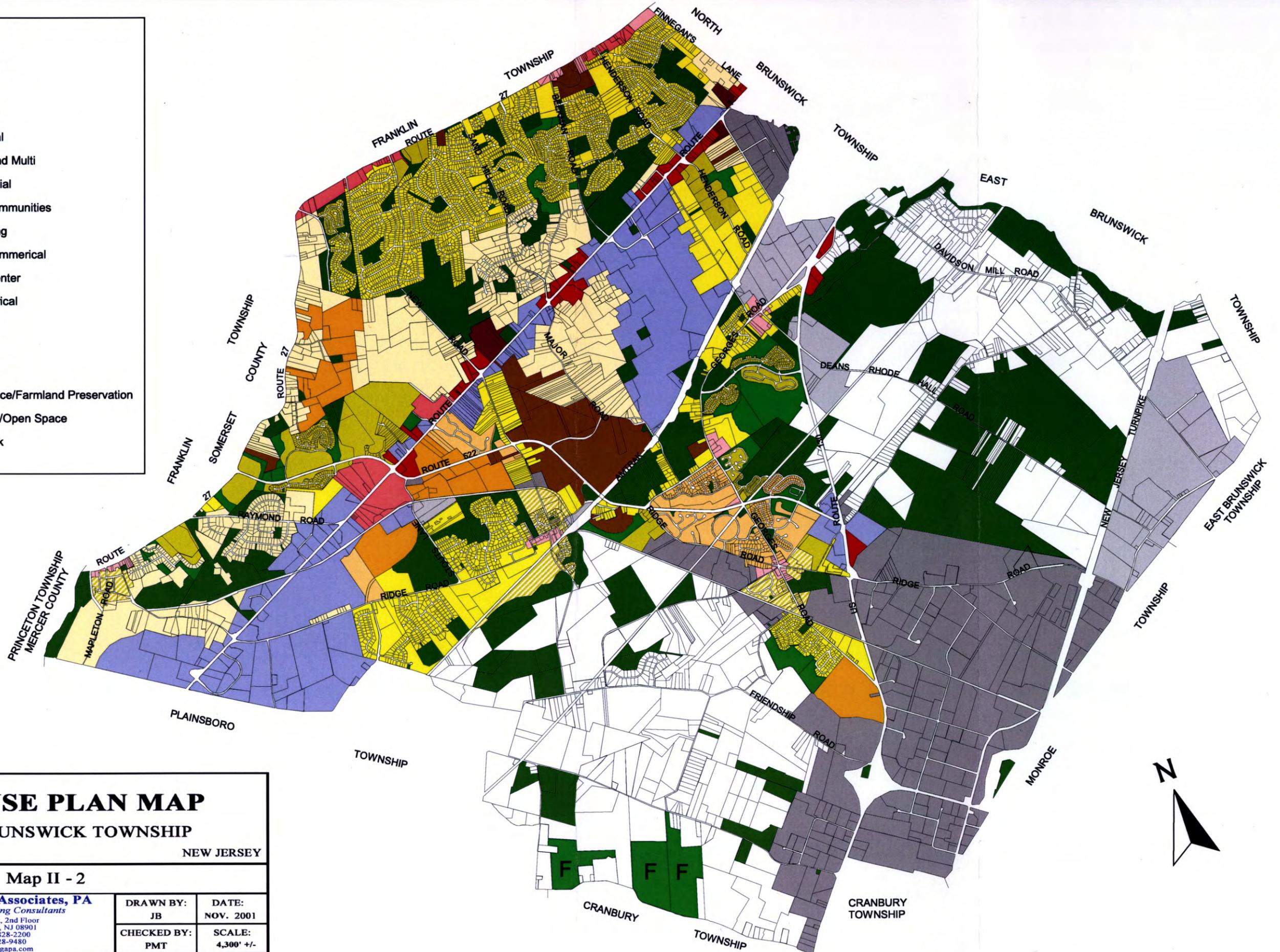
Decking, sheds, fencing and pools

As recommended previously in the Zoning Board of Adjustment Annual Report, bulk standards for decks, sheds and pools in residential zones should be examined. Further, the reports note various zoning board activity, however there are no recommendations at this time for changes in the permitted uses and bulk standards for any zone districts.

- *Mobile Home Spacing*
Also mentioned in the Zoning Board of Adjustment Annual Report, the Mobile Home Park area's spacing requires additional research and should be examined further.
- *Design Standards*
It is recommended that supplemental design standards be included in the ordinance. Specifically, standards for landscaping, lighting, buffering, street trees, fencing and walls should be examined.
- *Residential Site Improvement Standards (RSIS)*
The Residential Site Improvement Standards should be acknowledged and the ordinance should be revised to address any inconsistencies with the existing ordinance standards.

Legend

-  Rural Residential
-  Low Density
-  Medium Density
-  Village Residential
-  Medium Single and Multi
-  Planned Residential
-  Planned Adult Communities
-  Affordable Housing
-  Neighborhood Commerical
-  General Retail Center
-  Highway Commerical
-  Office Park
-  Limited Industrial
-  General Industrial
-  Private Open Space/Farmland Preservation
-  Government/Park/Open Space
-  Mobile Home Park



LAND USE PLAN MAP

SOUTH BRUNSWICK TOWNSHIP

MIDDLESEX COUNTY

NEW JERSEY

Map II - 2



Heyer, Gruel & Associates, PA
Community Planning Consultants

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Phone: (732) 828-2200
Fax: (732) 828-9480
Email: mail@hgapa.com

DRAWN BY: JB	DATE: NOV. 2001
CHECKED BY: PMT	SCALE: 4,300' +/-



Demographic Characteristics

This element presents general demographic and housing characteristics for the Township of South Brunswick. The information influences the present and future development of the Township. While it is difficult to generalize about the “average resident of the Township of South Brunswick,” it is important to understand demographic conditions and population trends in an effort to comprehensively plan for the Township. The demographic element analyzes the changes that have taken place over time in population, housing and income characteristics. Although past trends may reflect those of the future, they do provide an historic sense of direction and call attention to emerging trends.

The latest available demographics, housing and economic data was utilized as obtained from existing sources or State agencies. Census data for 2000 is presented when available, otherwise 1990 Census data is presented.

Summary of Demographic Characteristics

Major demographic trends in the Township of South Brunswick can be summarized as follows:

- Between 1950 and 2000, both the Township of South Brunswick and Middlesex County experienced significant increase in population.
- The baby boom age cohorts (35-44 and 45-54 year olds) had the greatest increases between 1990 and 2000; a significant increase in population was also exhibited in the age cohorts of 5-14 year olds and 65 and over.
- According to the 1990 Census, the Township’s median household income was greater than the County’s and the State’s.
- While the decade from 1980 to 1990 exhibited a decrease in the number of persons per household, the 2000 Census shows that household size is increasing.
- The housing stock increased significantly between 1990 and 2000.

Population Trends

Middlesex County and the Township of South Brunswick gained considerable population from 1950 to 2000. South Brunswick’s population increase, however, has been more significant, in terms of percentage increase, than that of the County. Overall, South Brunswick’s population increased by 33,733 individuals, or 843.1 percent from 1950 to 2000. Major population growth started in the 1950s which saw a population increase of 6,277 persons. This growth continued in the 1980s and 1990s as the population increased by 8,665 and 11,942 persons, respectively. This is shown in Table III-1.

Many factors contribute to the population boom in South Brunswick, such as its location in central New Jersey, easy access to major roadways such as Route

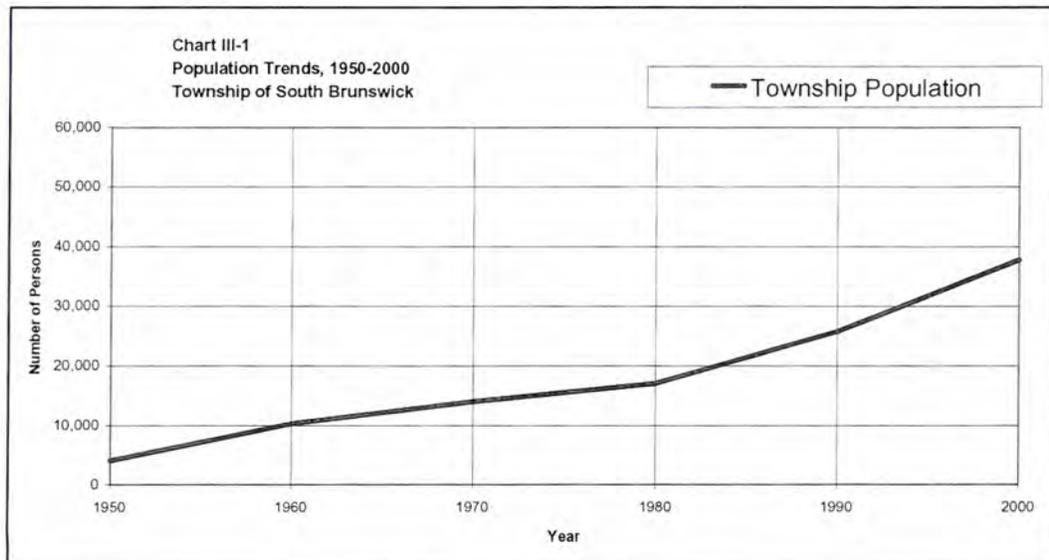
Table III-1
Population Change, 1950 - 2000
Middlesex County and the Township of South Brunswick

Year	County Population Change			Township Population Change		
	Population	Number Change	Percent	Population	Number Change	Percent
1950	264,872	---	---	4,001	---	---
1960	433,856	168,984	63.8	10,278	6,277	156.9
1970	583,813	149,957	34.6	14,058	3,780	36.8
1980	595,893	12,080	2.1	17,127	3,069	21.8
1990	671,780	75,887	12.7	25,792	8,665	50.6
2000	750,162	78,382	11.7	37,734	11,942	46.3

Source: U.S. Census of Housing and Population, 1950-1980; Middlesex County Planning Department in participation with the NJDOL-DOL - State Data Center Program; U.S. Census Bureau, 1990 and 2000

1, Route 130 and the Turnpike, increase in job providing industries, and the availability of vacant land. Chart III-1 illustrates the population trends of South Brunswick and Middlesex County between 1950 and 2000.

Middlesex County, in turn, experienced an overall population increase of 485,290 individuals or 183.2 percent. The County experienced its largest increase in the 1950s and 1960s when population increased by 168,984 and 149,957 persons, respectively.



Population Age Distribution

South Brunswick's location and suburban setting is attracting families with school aged children. The "baby boomer" group showed the greatest increase from 1990 to 2000 of 148.1 percent, making up 35.2 percent of the total population of South Brunswick, compared with 30.6 percent for Middlesex County as shown in Tables III-2 and III-3. The baby boom generation consists of individuals born from 1946 through 1964. The younger half of the baby boom generation comprised the largest portion of South Brunswick's 2000 population. Specifically, the 35-44 age group comprised 21.0 percent of the Township's population, as compared to 17.2 percent of the County's population.

The second largest cohort consists of the 5-14 year olds, which comprised 16.5 percent of the Township's population in 2000. This group also exhibited the second greatest population increase (83.7 percent) between 1990 and 2000. The 5-14 year old population comprised 13.3 percent of the County's 2000 population.

The number of older residents (65 years and over) in the Township increased from 1990 to 2000 by 1,091 (65.3 percent) and amounting to 7.3 percent of the population in 2000 versus 17.4 percent in Middlesex County.

In South Brunswick, the population increased significantly in every cohort except for the 25 - 34 year old group, which increased a slight 1.6 percent between 1990 and 2000. The County, on the other hand, experienced population decreases in the 15 - 24 and 25 - 34 year old cohorts. The overall decrease of both cohorts was 17,928, or 14.4 percent.

Race and Gender

The Township's racial mix increased between 1990 and 2000. As shown in Table III-4, the Caucasian race remained in the majority from 1990 to 2000, although their percentage dropped from 84.1 to 70.5 percent of the Township's population.

All of South Brunswick's minority populations increased from 1990 to 2000. The Asian and Pacific Islander population increased from 2,282 in 1990 to 6,822 in 2000, a 198.9 percent gain. Asian and Pacific Islanders comprised 18.1 percent of the Township's 2000 population compared with 13.9 percent in Middlesex County. The Census Bureau includes the following races in the Asian and Pacific Islander category: Asian Indian, Chinese, Filipino, Japanese, Korean, Vietnamese, Other Asian, Native Hawaiian, Guamanian or Chamorro, Samoan and Other Pacific Islander. In 2000, greater than one half of the Asian and Pacific Islander population in the Township was comprised of Asian Indian and almost one-quarter was comprised of Chinese population. The County followed a similar pattern, where more than one half

Age	1990		2000		1990-2000 Change	
	Number of Persons	Percentage of Total	Number of Persons	Percentage of Total	Number	Percent
Under 5	2,213	8.6	3,042	8.1	829	37.5
5-14	3,386	13.1	6,220	16.5	2,834	83.7
15-24	2,946	11.4	3,635	9.6	689	23.4
25-34	5,840	22.6	5,932	15.7	92	1.6
35-44	4,863	18.9	7,927	21.0	3,064	63.0
45-54	2,899	11.2	5,365	14.2	2,466	85.1
55-64	1,975	7.7	2,852	7.6	877	44.4
65 & Over	1,670	6.5	2,761	7.3	1,091	65.3
Totals	25,792	100.0	37,734	100.0	11,942	46.3

Source: 1990 and 2000 U.S. Census Data

Age	1990		2000		1990-2000 Change	
	Number of Persons	Percentage of Total	Number of Persons	Percentage of Total	Number	Percent
Under 5	44,684	6.7	49,390	6.6	4,706	10.5
5-14	76,535	11.4	100,140	13.3	23,605	30.8
15-24	102,882	15.3	99,392	13.2	-3,490	-3.4
25-34	131,543	19.6	117,105	15.6	-14,438	-11.0
35-44	104,475	15.6	128,839	17.2	24,364	23.3
45-54	71,535	10.6	100,323	13.4	28,788	40.2
55-64	61,285	9.1	62,383	8.3	1,098	1.8
65 & Over	78,841	11.7	92,590	12.3	13,749	17.4
Totals	671,780	100.0	750,162	100.0	78,382	11.7

Source: 1990 and 2000 U.S. Census Data

Demographic Characteristics

of the Asian or Pacific Islander population was comprised of Asian Indian and more than 20 percent was comprised of Chinese population.

Other minority groups had smaller population increases. The African-American population experienced an 87 percent population increase (1,380 persons) from 1990 to 2000. Despite this dramatic growth rate, the African-American group comprised 7.9 percent of the 2000 population, compared with a slightly greater percentage (9.1 percent) in the County. In 1990, these races comprised 6.2 percent of South Brunswick’s total population and 6.0 percent of the County’s population.

South Brunswick’s American Indian, Eskimo and Aleutian races increased by 22 individuals from 1990 to 2000. While this was an 85 percent increase, the percentage that these races comprise of the Township’s population remained

	1990				2000			
	Township		County		Township		County	
RACE	Number	Percent	Number	Percent	Number	Percent	Number	Percent
One Race								
White	21,679	84.1	550,006	89.6	26,600	70.5	513,298	68.4
African American	1,595	6.2	53,629	6.0	2,975	7.9	68,467	9.1
American Indian, Eskimo, Aleutian	26	0.1	1,066	0.1	48	0.1	1,521	0.2
Asian or Pacific Islander	2,282	8.8	44,869	2.1	6,822	18.1	104,512	13.9
Other Race	210	0.8	22,210	2.2	518	1.4	42,867	5.7
Two or more races	N/A	N/A	N/A	N/A	771	2.0	19,497	2.6
Total	25,792	100.0	671,780	100.0	37,734	100.0	750,162	100.0
GENDER								
Male	12,684	49.2	330,482	49.2	18,281	48.4	368,260	49.1
Female	13,108	20.8	341,298	50.8	19,453	51.6	381,902	50.9
Total	25,792	100.0	671,780	100.0	37,734	100.0	750,162	100.0
Source: New Jersey State Data Center and U.S. Bureau of the Census, 1990 and 2000								

the same, 0.1 percent. The date reflects the emerging diverse racial composition of community population.

The 2000 Census permitted people to identify themselves as belonging to two or more races. In South Brunswick, 771 residents or 2 percent of the population identified themselves as belonging to two or more races.

Overall, the Township of South Brunswick has an even male to female distribution. In 2000, 48.4 percent of the Township’s population was male and 51.6 percent of the Township’s population was female as shown in Table III-4. The proportion was similar to the County in which men comprised 49.1 percent and females comprised 50.9 percent of the total population.

Existing Household Characteristics

Household Size

Household size decreased in South Brunswick from an average of 3.13 persons per household in 1980, to an average of 2.74 persons per household in 1990. Over the past ten years, however, household size has risen to 2.80 persons in the Township according to the 2000 Census. The reflects the

Table III-5 Household Characteristics Township of South Brunswick and Middlesex County				
Household Size, 2000	Township Number	Township Percent	County Number	County Percent
1 person	2,627	19.6	59,544	22.4
2 person	3,869	28.8	80,233	30.2
3 person	2,594	19.3	48,916	18.4
4 person	2,862	21.3	45,002	16.9
5 person	1,031	7.7	20,048	7.5
6 or more person	445	3.3	12,072	4.5
Total	13,248	100.0	265,815	100.0
Persons per Household	Township	Percent Change	County	Percent Change
1980	3.13	---	2.93	---
1990	2.74	-12.5	2.71	-7.5
2000	2.80	2.2	2.74	1.1

Source: New Jersey Data Center, New Jersey Department of Labor, 1980, 1990 and 2000

same trend as the County, which has a 1980 household size of 2.93 persons, a 1990 household size of 2.71 persons and a 2000 household size of 2.74. As seen in Table III-5, the largest percentage of households in the Township in 2000 is two-person households (28.8 percent), with one-, three- and four person households each comprising one-fifth of the the Township's household sizes. Similarly, the largest percentage of households in the County in 2000 is two-person households (30.2 percent).

Table III-6 Median Household Income, 1989 Township of South Brunswick, Middlesex County and New Jersey	
	Median Household Income
	1989
Township	\$54,928
County	\$45,623
State	\$40,927
Source: New Jersey State Data Center and U.S. Bureau of the Census, 1989	

Household Income

The Township of South Brunswick has a greater median household income than both Middlesex County and the State of New Jersey. South Brunswick's 1989 median household income was \$54,928, as indicated in Table III-6. This was approximately \$9,305 more than the 1990 median income for the County and over \$14,000 greater than the State of New Jersey's 1990 median income level.

Housing Data

Housing Units

The 2000 Census indicated that 73 percent of the housing stock in South Brunswick consists of owner occupied housing units. As shown in Table III-7, the Township of South Brunswick has 13,862 housing units of which 96.9 percent, or 13,428, are occupied, year round units. Middlesex County has a total housing stock of 273,637 units of which 97.1 percent are also occupied, year round units. Approximately 23.8 percent, or 3,201, of the Township's occupied units are rented and the remaining 10,227 units, or 76.2 percent, are owner occupied. The County has a higher percentage of renter occupied units; approximately 33 percent of Middlesex County's housing stock is renter occupied and 67 percent is owner occupied.

1990 Housing Stock

In 1990, the Township of South Brunswick's 9,962 housing units comprised approximately 4 percent of Middlesex County's 250,174 housing units. The

Unit Type	Township		County	
	Number	Percent	Number	Percent
Total housing units	13,862	100.0	273,637	100.0
Occupied housing units	13,428	96.9	265,815	97.1
Vacant housing units	434	3.1	7,822	2.9
For seasonal, recreational or occasional use	31	0.2	905	0.3
Homeowner vacancy rate (percent)	0.7	x	0.8	x
Rental vacancy rate (percent)	3.5	x	2.7	x
Housing Tenure for Occupied Housing Units				
Total occupied housing units	13,428	100.0	265,815	100.0
Owner occupied housing units	10,227	76.2	177,381	66.7
Renter occupied housing units	3,201	23.8	88,434	33.3

Source: U.S. Bureau of the Census, 2000

Township’s housing stock is primarily comprised of relatively younger housing, as is typical in growing suburban municipalities. As shown in Table III-8, almost half of the Township’s housing stock was constructed after 1980. In contrast, less than one-quarter (22.2 percent) of the County’s housing stock was constructed during that same time period. Instead, over one half of the County’s housing stock was constructed before 1970.

The Township was similar to the County in the size of its housing units. These housing trends were consistent with those experienced on a national level. For example, a nationwide housing trend is for houses to be larger and contain more rooms. In 1990, over one half of both South Brunswick’s and Middlesex County’s housing stock contained six or more rooms as shown in Table III-8.

Housing Values

The homes in South Brunswick are relatively affordable. As shown in Table III-9, over 57 percent of the Township’s owner occupied housing stock is valued at less than \$200,000. Less than two percent of the housing stock is valued \$400,000 or more. The 1990 median value for homes in South Brunswick was \$182,600, which is slightly higher than Middlesex County’s 1990 median housing value of \$164,700.

Likewise, rent prices are higher in South Brunswick than in the rest of

Table III-8 Housing Data in 1990 Township of South Brunswick and Middlesex County				
	Township		County	
Year Structure Built	Number	Percent	Number	Percent
1989-March 1990	447	4.5	4,225	1.7
1985-1988	2,769	27.8	26,189	10.5
1980-1984	1,536	15.4	25,014	10.0
1970-1979	1,874	18.8	34,812	13.9
1960-1969	1,343	13.5	53,014	21.2
1950-1959	1,265	12.7	51,243	20.5
1940-1949	195	2.0	18,916	7.6
Before 1940	533	5.4	36,761	14.7
Units in Structure (Owner Occupied)				
One (Single family detached)	4,872	69.4	134,648	53.8
One (Single family attached)	1,265	18.0	23,976	9.6
Two or more units	463	6.6	86,306	34.5
Mobile home & other	422	6.0	5,244	2.1
Number of Rooms				
One	13	0.1	2,164	0.9
Two	106	1.1	5,400	2.2
Three	607	6.1	25,956	10.4
Four	1,645	16.5	43,013	17.2
Five	1,528	15.3	47,886	19.1
Six	1,714	17.2	44,948	18.0
Seven	1,697	17.0	34,370	13.7
Eight	1,615	16.2	27,869	11.1
Nine or more	1,037	10.4	18,568	7.4
Total housing units	9,962	100.0	250,174	100.0
Source: New Jersey Data Center and the U.S. Census Bureau, 1990				

Table III-9 Housing Values, 1990 Township of South Brunswick		
Owner Occupied Housing		
Value Range	Number	Percent
Less than \$99,999	153	2.6
\$100,000 - \$199,999	3,328	57.6
\$200,000 - \$299,999	1,777	30.7
\$300,000 - \$399,999	410	7.1
\$400,000 - \$499,999	75	1.3
\$500,000 or more	37	0.6
Total	5,780	100.0
Median Value:	\$182,600	
Renter Occupied Housing		
Contract Rent	Number	Percent
Less than \$399	217	9.5
\$400 - \$499	173	7.5
\$500 - \$599	176	7.7
\$600 - \$699	484	21.1
\$700 - \$999	1,075	46.8
\$1,000 or more	171	7.4
Total with cash rent	2,296	98.0
No cash rent	47	2.0
Total	2,343	100.0
Median Contract Rent:	\$727	
<i>Source: New Jersey State Data Center, New Jersey Department of Labor, 1990</i>		

Table III-10
Certificates of Occupancy Issued and Demolitions, 1991- 2000
Township of South Brunswick

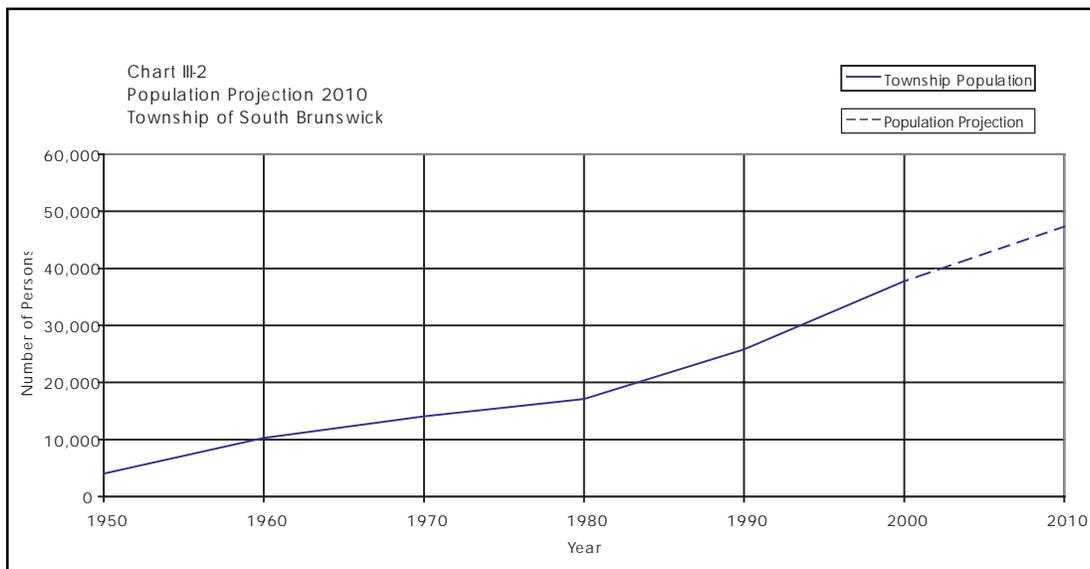
Year	New Housing Units Certified	One and Two Family	Multi-family	Mixed Use	Demolitions
2000	306	306	0	0	
1999	550	444	106	0	12
1998	550	406	144	0	7
1997	624	475	149	0	8
1996	464	368	96	0	48
1995	476	402	72	2	42
1994	211	211	0		
1993	297	273	24		
1992	485	0	0		
1991	396	316	64		
Total	4,359	3,201	655	2	117

Source: New Jersey State Data Center, New Jersey Department of Labor

Middlesex County. The 1990 median contract rent in South Brunswick was \$727. This is \$119 more than Middlesex County’s 1990 median contract rent of \$608.

Housing Construction

Table III-10 details the Certificates of Occupancy issued and demolitions performed since 1991. Over the ten year period, 4,359 Certificates of Occupancy were issued. Of these Certificates of Occupancy, 3,201 were for one and two family housing while 655 or 15% were multi-family units. The market for one and two family housing has produced approximately 320 units per year, primarily due to major subdivision activity. The most active years were years 1995



through 1999. This reflects the favorable mortgage rates and a robust economy and excellent job market within the region. During the ten year period studied, 117 units were demolished.

According to the build out analysis the remaining vacant upland in the Township could yield an additional 3,619 units. Subtracting from this the 1,000 units of Senior Citizen Housing results in 2,619 units of residential development. Using a multiplier of 1.9 person/unit for the 1,000 senior units and a multiplier of 2.74 persons/unit for residential units would yield a build out population of 9,076 persons. Adding the 9,076 to the current population of 37,734 yields a potential future population of 46,810.

Population Projection

Since 1950, the Township’s population has increased at an average rate of 62.5% or 6,746 persons per decade. However, since 1980 the average population increase was 7,892 per decade. A straight line projection of this growth rate as shown on Chart III-2 would yield a population of 48,000 by the year 2010.

The Middlesex County Planning Department projected a population of 45,661 for the year 2010. Either projection is possible since a sufficient approved but not constructed housing stock still exists. Although very few single-family housing units were approved since 1998, two projects that were approved consist of two Planned Adult Retirement Communities consisting of 345 units.

There is sufficient vacant upland in the community that, even with the recommended downzoning, the potential for an additional 3,000 units exists. A more long range projection therefore indicates that a population in the range of 50,000 to 55,000 could result by the year 2020 assuming constant regional economic growth.

Conclusion

The Township of South Brunswick experienced a significant population increase between 1990 and 2000. Population is projected to increase further due to a continued demand for housing. Future population growth will result in increased demands for public services in South Brunswick, such as schools, parks and utilities. This anticipated growth is a base consideration for many of the Master Plan Elements contained herein.

Summary Housing Plan Element

The housing stock in the Township of South Brunswick is fairly young, with over 66 percent of the nearly 10,000 housing units under 30 years old. The majority of the housing stock is single-family detached housing. The median value of owner-occupied homes in the Township is approximately \$183,000 according to the 1990 U.S. Census. This data also indicates an overall housing vacancy rate of five percent. Since 1990, over 3,900 building permits have been issued in the Township. The majority of these units, or 82 percent, have been for single-family detached housing (New Jersey Department of Labor, May 2000). The Housing Report stated that 3,318 dwelling units are under construction, with another 1,851 units involved in stages of the planning approval process. The Township maintains a diversity of housing types, including multi-family, single-family, townhouse and adult community units, as well as low and moderate income units and age-restricted units.

The Township of South Brunswick Affordable Housing efforts trace their origins to a landmark 1975 N.J. Supreme Court case identified as Southern Burlington County NAACP v. Township of Mt. Laurel, commonly known as the “Mt. Laurel I” case. This decision determined that exclusionary New Jersey municipal zoning violated the N.J. Constitution by “foreclosing poor and moderate income people from the opportunity to obtain adequate housing.” It directed New Jersey municipal zoning to end exclusionary (large lot) zoning practices.

“Mount Laurel I” was followed in 1983 by “Mount Laurel II” decision. This second N.J. Supreme Court decision, Southern Burlington County NAACP v. Township of Mt. Laurel, found that no progress had been made in fair housing since the 1975 decision. Therefore, it created, among other incentives, the basis for “Builders Remedy” litigation, wherein if a lower court found a municipal zoning ordinance to be economically or racially exclusionary, it empowered the lower court to award a settlement in favor of the developer, resulting in four market rate units for each affordable housing unit developed, regardless of the local zoning criteria.

In response to Mt. Laurel II, the New Jersey Legislature created the Fair Housing Act on August 4, 1986, as an alternative to “Builders Remedy” litigation. The keystone of the 1986 Fair Housing Act was the creation of the New Jersey Council of Affordable Housing (COAH) with its mandate to accomplish a reasonable opportunity to provide affordable housing within each of the 567 municipalities in New Jersey. The rules and procedures created by COAH enabled that agency to calculate an affordable housing obligation for each municipality in the State.

The New Jersey Council on Affordable Housing (COAH) also provides the guidelines to determine eligibility for Affordable Housing, taking into account house-

hold size and household income. Potential purchasers and renters must also demonstrate credit worthiness.

In 1995, South Brunswick adopted a Housing Element and Fair Share Plan addressing its 1987-1999, or Cycle 1, affordable housing obligation. In 1987, the Township received substantive certification from COAH. The certified plan included a credit of 94 units and new construction of 603 units, for a total of 669 units. In 1993, COAH calculated new estimates of need, referred to as Cycle 2, to be met by 1999. The Plan has to provide for an additional 268 units, for a total of 937 units. After reducing its precredited need by 820 credits, reductions, and bonuses, the Township had a calculated need of 117 units. Most of this obligation has been met with the construction of 22 rental units at CIL-Woods and 73 age restricted rental units at SBCDC-Oak Woods and 22 rental bonus credits. As of 2001, all of the 1987 designated sites for low- and moderate-income housing were constructed with the exception of the Mindel properties which are scheduled to provide 130 affordable housing units and the pending construction of 16 units at Deans Pond Crossing.

The 1995 Fair Share Plan received substantive certification from COAH on February 4, 1998 with the provision that, "... the certification shall be for a period of six years from this date." The Township of South Brunswick, therefore, has met its fair share obligation through February 4, 2004.

Circulation Plan Element

South Brunswick has numerous major roadways that provide access to destinations in the Township and throughout the county and state. Major roadways in South Brunswick include the New Jersey Turnpike, State Route 1, State Route 27, State Route 130 and County Route 522. These major roadways connect the Township regionally. The surrounding growing communities which create the greatest volume of traffic moving through South Brunswick Township include the Townships of Cranbury, East Brunswick, Franklin, Monroe, North Brunswick, Plainsboro and Princeton. The vast majority of motorists traveling through South Brunswick drive alone on work related trips. In order to deal with the traffic generated in and around South Brunswick a comprehensive Circulation Plan Element was prepared by the Alaimo Group and Alexander Litwornia and Associates. The Circulation Plan Element (CPE) was adopted by the South Brunswick Township Planning Board on November 13, 2001, and is hereby incorporated by reference in full.

The CPE analyzed existing conditions, conducted traffic counts, and presented a model for determining future traffic impacts from a particular development application. Although the detailed CPE should be referenced for specific information, the key recommendations and associated maps of the CPE are presented herein.

Proposed Master Plan Roadways and Intersections

Based upon Township staff recommendations, public comments, current traffic congestion problems and traffic study area analyses, numerous proposed roads and roadway and intersection improvements throughout the Township have been considered and evaluated. Plan P-2, "Proposed Roadway and Intersection Improvements," shows the locations of the proposed roadway and intersection improvements as deemed consistent with this Circulation Element of the Master Plan.

The proposed transportation improvements have been divided into the following categories: Township proposed roadway improvements, Township proposed intersection improvements, proposed State improvements and proposed County improvements. The Township improvements are the basis of the transportation improvement plan for South Brunswick. There are other improvements that will also occur within the Township. These improvements include State projects on State roadways and County improvements on County roadways. The County and State improvements must be input into the traffic models for future year analyses, but these improvements cannot be considered for collecting off tract contributions. The proposed improvements are as follows:

Township Roadway Improvements

T-1 Northumberland Roadway Connector

This improvement is a planned roadway that will service the South Brunswick Center, along US Route 1, and minimize emergency response time. The roadway will be built with developer funding and will extend Northumberland Way into the proposed development east of Route 1. The Northumberland Roadway connector will join Route 1 at its intersection with Northumberland Way and Beekman Road. To minimize emergency response time as a concern of the Fire Marshal, and reduce travel delays, the roadway will connect to Major Road. Turning movements for vehicles traveling south toward 522 on this connector will be restricted so that traffic leaving the complex will not be able to turn onto Major Road. Depending upon any developer's agreement with the NJDOT, Route 1 in this area may be required to have an overpass with associated ramps and roadway widening. Additional lane widening may be required along Route 1 when the development size is finalized and site specific traffic analyses are provided for review.

Beekman Road Improvements between Route 1 and Route 27

This roadway will require minor safety improvements and minor widening. No additional lanes are recommended and only minor shoulder improvements are anticipated. It is envisioned that this roadway will operate satisfactorily in the future with only one lane in each direction.

Perrine Road

There are minor geometric roadway changes that are proposed. No roadway widening is proposed but some geometric improvements are required for safety.

Township Planned Intersection Improvements

A total of 19 Township intersection improvements are proposed and numbered and listed TI-1 through TI-19B as shown on map P-2.

County Planned Roadway Improvements

Finnegans Lane Extension between Route 130 and Route 27

This roadway will require minor safety improvements and minor widening within the Township. Volume projections do not indicate widening will be required to four lanes at this time. Volume projections must be reaffirmed in the future as the majority of this improvement will occur outside of the Township. It is recommended that the extension of Finnegans Lane be extended to Route 130 north of Davidsons Mill Road. A northerly alignment of the Finnegans Lane Extension is recommended.

Deans Lane/Deans Rhode Hall Road Improvements between Route 1 & Route 130

This roadway will require minor safety improvements and minor widening. Special attention may be required due to the widening under the railroad bridge. It is envisioned that this roadway will operate satisfactorily in the future with only one lane in each direction.

County Route 522 Extension between Route 130 and Ridge Road

This county roadway is to be extended from Route 130 east to Ridge Road. The roadway is envisioned to operate well in the future with only one lane in each direction. The roadway will be widened to meet County requirements and may be widened to forty feet (40').

Cranbury-South River Road Improvements between Conrail Rail Line and Dunhams Corner Road

This roadway will require minor safety improvements and widening to provide two travel lanes in each direction. Special attention may be required due to the widening under the Turnpike bridge. The amount of traffic in this corridor may require jug-handle type improvements as the traffic is anticipated to handle traffic from the Township and areas to the north in adjacent municipalities. This roadway will also serve as access to the New Jersey Turnpike Interchange on Route 32 thus considerable "thru" traffic is anticipated as well.

Dey Road Widening between Route 130 and Eiker Road

This roadway will require minor safety improvements and widening. It is envisioned that this roadway will require widening for four lanes in the future. This roadway is presently being widened to four lanes from Route 130 east to South River-Cranbury Road. Future development to the west in the adjacent municipalities will require this roadway to be widened further to four lanes. Thus, four lanes are recommended in this plan.

County Planned Intersection Improvements

There are 10 intersections that are proposed for improvement. They are shown and identified on map P-2 as C1-1 through C1-10.

State Planned Roadway and Intersection Improvements

The NJDOT has a 1997 Summary Traffic Report that was prepared by Garmen Associates regarding the US Route 1 Corridor in South Brunswick Township. The traffic report addresses the widening of Route 1 through the Township and addresses future traffic volumes for the year 2015. The report was updated and a March 1998 NJDOT report, US-1 Transportation Needs Assessment recommends various improvements along intersections in South Brunswick as well as widening of the main line roadway. The State recommendations or propos-



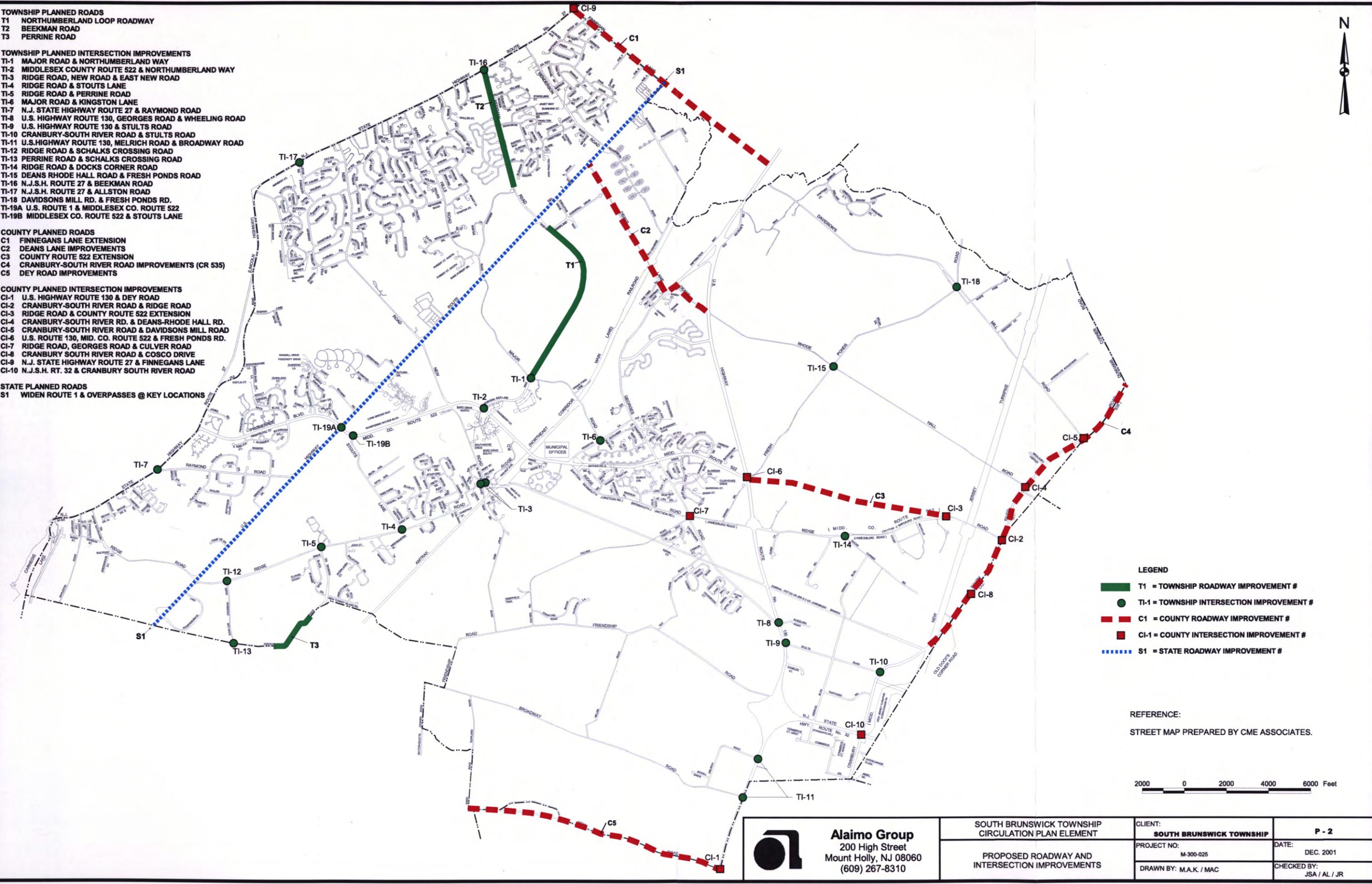
- TOWNSHIP PLANNED ROADS**
 T1 NORTHUMBERLAND LOOP ROADWAY
 T2 BEEKMAN ROAD
 T3 PERRINE ROAD

- TOWNSHIP PLANNED INTERSECTION IMPROVEMENTS**
 TI-1 MAJOR ROAD & NORTHUMBERLAND WAY
 TI-2 MIDDLESEX COUNTY ROUTE 522 & NORTHUMBERLAND WAY
 TI-3 RIDGE ROAD, NEW ROAD & EAST NEW ROAD
 TI-4 RIDGE ROAD & STOUTS LANE
 TI-5 RIDGE ROAD & PERRINE ROAD
 TI-6 MAJOR ROAD & KINGSTON LANE
 TI-7 N.J. STATE HIGHWAY ROUTE 27 & RAYMOND ROAD
 TI-8 U.S. HIGHWAY ROUTE 130, GEORGES ROAD & WHEELING ROAD
 TI-9 U.S. HIGHWAY ROUTE 130 & STULTS ROAD
 TI-10 CRANBURY-SOUTH RIVER ROAD & STULTS ROAD
 TI-11 U.S. HIGHWAY ROUTE 130, MELRICH ROAD & BROADWAY ROAD
 TI-12 RIDGE ROAD & SCHALKS CROSSING ROAD
 TI-13 PERRINE ROAD & SCHALKS CROSSING ROAD
 TI-14 RIDGE ROAD & DOCKS CORNER ROAD
 TI-15 DEANS RHODE HALL ROAD & FRESH PONDS ROAD
 TI-16 N.J.S.H. ROUTE 27 & BEEKMAN ROAD
 TI-17 N.J.S.H. ROUTE 27 & ALLSTON ROAD
 TI-18 DAVIDSON'S MILL RD. & FRESH PONDS RD.
 TI-19A U.S. ROUTE 1 & MIDDLESEX CO. ROUTE 522
 TI-19B MIDDLESEX CO. ROUTE 522 & STOUTS LANE

- COUNTY PLANNED ROADS**
 C1 FINNEGANS LANE EXTENSION
 C2 DEANS LANE IMPROVEMENTS
 C3 COUNTY ROUTE 522 EXTENSION
 C4 CRANBURY-SOUTH RIVER ROAD IMPROVEMENTS (CR 535)
 C5 DEY ROAD IMPROVEMENTS

- COUNTY PLANNED INTERSECTION IMPROVEMENTS**
 CI-1 U.S. HIGHWAY ROUTE 130 & DEY ROAD
 CI-2 CRANBURY-SOUTH RIVER ROAD & RIDGE ROAD
 CI-3 RIDGE ROAD & COUNTY ROUTE 522 EXTENSION
 CI-4 CRANBURY-SOUTH RIVER RD. & DEANS-RHODE HALL RD.
 CI-5 CRANBURY-SOUTH RIVER ROAD & DAVIDSON'S MILL ROAD
 CI-6 U.S. ROUTE 130, MID. CO. ROUTE 522 & FRESH PONDS RD.
 CI-7 RIDGE ROAD, GEORGES ROAD & CULVER ROAD
 CI-8 CRANBURY SOUTH RIVER ROAD & COSCO DRIVE
 CI-9 N.J. STATE HIGHWAY ROUTE 27 & FINNEGANS LANE
 CI-10 N.J.S.H. RT. 32 & CRANBURY SOUTH RIVER ROAD

- STATE PLANNED ROADS**
 S1 WIDEN ROUTE 1 & OVERPASSES @ KEY LOCATIONS



- LEGEND**
- T1 = TOWNSHIP ROADWAY IMPROVEMENT #
 - TI-1 = TOWNSHIP INTERSECTION IMPROVEMENT #
 - C1 = COUNTY ROADWAY IMPROVEMENT #
 - CI-1 = COUNTY INTERSECTION IMPROVEMENT #
 - S1 = STATE ROADWAY IMPROVEMENT #

REFERENCE:
 STREET MAP PREPARED BY CME ASSOCIATES.



Alaimo Group
 200 High Street
 Mount Holly, NJ 08060
 (609) 267-8310

SOUTH BRUNSWICK TOWNSHIP
 CIRCULATION PLAN ELEMENT

PROPOSED ROADWAY AND
 INTERSECTION IMPROVEMENTS

CLIENT: SOUTH BRUNSWICK TOWNSHIP	P - 2
PROJECT NO: M-300-025	DATE: DEC. 2001
DRAWN BY: M.A.K. / MAC	CHECKED BY: JSA / AL / JR

als are noted in the below paragraphs. However, the Township and Council have not endorsed any flyovers without access to Route 1. It is important for the Township that both sides of the Township are united.

S-1 Route 1 Widening through the Township

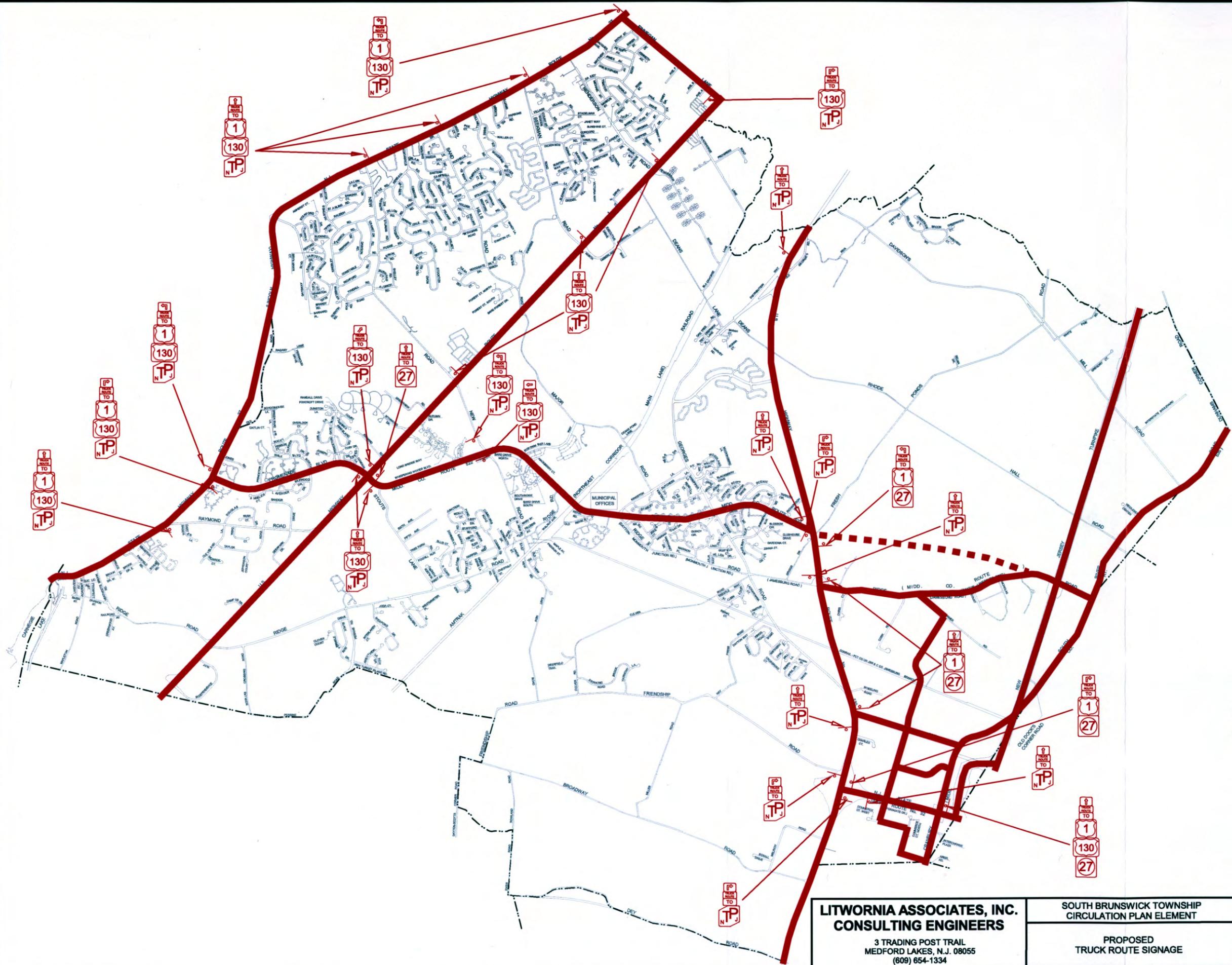
The NJDOT has widened Route 1 to the north and to the south of South Brunswick Township. As these improvements have been completed, it has become apparent that there will be a need for improving Route 1 in the Township by widening Route as well as by improving various intersections.

The NJDOT studies recommed that the roadway be widened to six (6) lanes by adding an additional lane in each direction. The widening of Route 1 to six lanes is endorsed by the Township. It should be noted that additional widening would be required at various intersections by providing turning lanes, acceleration lanes, and widening at some key areas. It is noted that with at grade separated interchanges, the NJDOT reports indicate that a six-lane roadway should provide ample capacity to at least 2015.

The study indicates that the widening will also require intersection improvements to assure adequate capacity along the entire roadway. Widening alone would not be sufficient. Some type of intersection improvement would be required at all of the intersection along Route 1 even if the improvement would be minor. It should also be noted that the NJDOT is including the proposed Route 92 Freeway from the New Jersey Turnpike to Route 1 as an integral part of their future plan. This is inconsistent with the Township Master Plan and is not endorsed by the Township. Major improvements that would be required in the Township are noted below. Many of the NJDOT improvements recommended by the NJDOT are not endorsed by the Township. This includes the elimination of traffic signals and elimination of and the hindrance of east-west traffic movements. The specific recommendations are discussed in detail in the CPE.

Proposed Truck Routes

An integral part of this study was to review the truck circulation presently in the Township. It should be noted that there is a requirement to allow trucks to access county roads, and trucks cannot be prohibited from local streets for local deliveries. Trucks still use Township streets and cause problems since many of these streets are residential in nature. Thus it was desirable to identify those streets that would be used for truck traffic. The desirable truck routes were identified and are shown on Map M-4. The truck routes are noted to be the following:



LEGEND

 TRUCK ROUTE

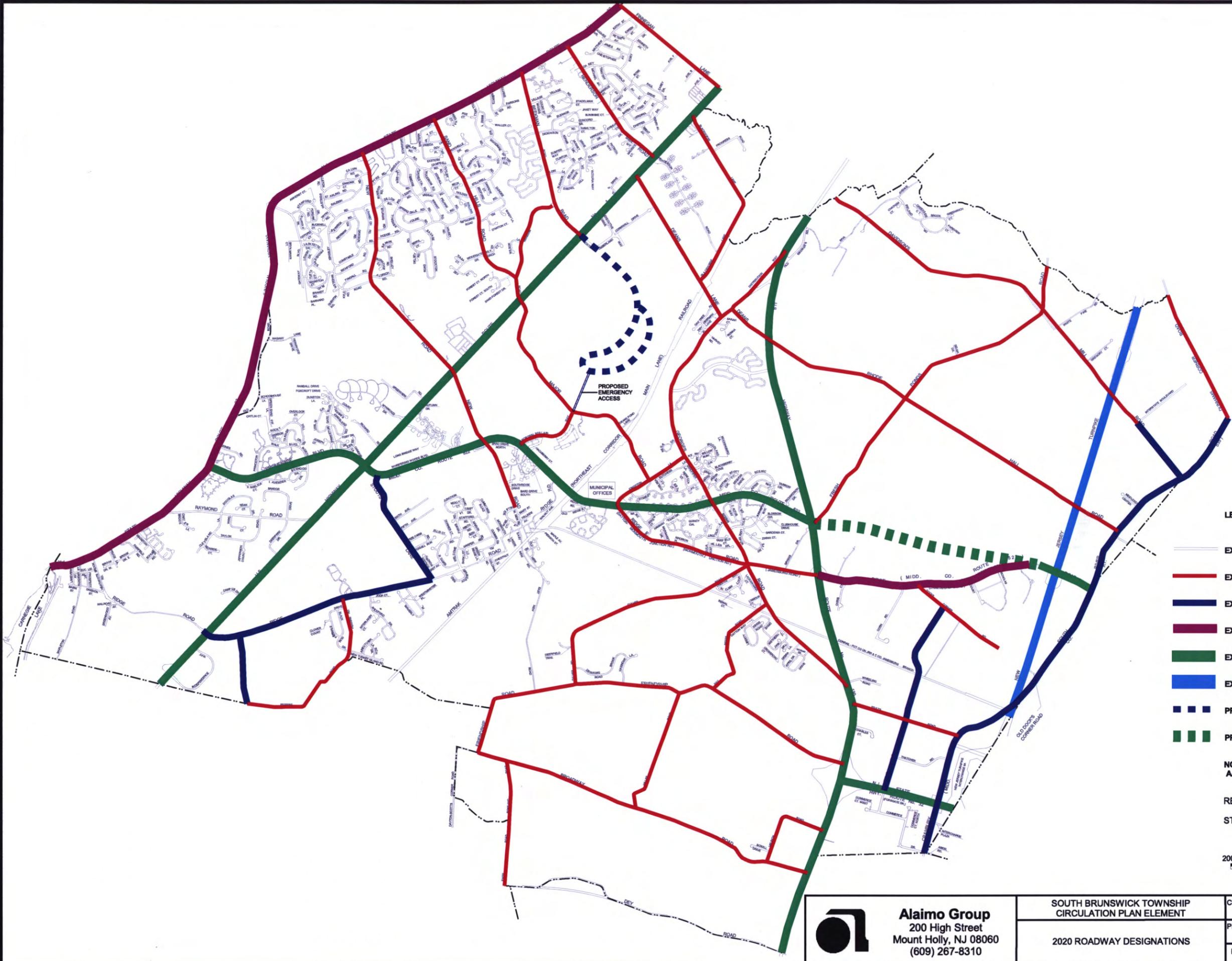
 FUTURE TRUCK ROUTE

REFERENCE:

STREET MAP PREPARED BY CME ASSOCIATES.



LITWORNIA ASSOCIATES, INC. CONSULTING ENGINEERS 3 TRADING POST TRAIL MEDFORD LAKES, N.J. 08055 (609) 654-1334	SOUTH BRUNSWICK TOWNSHIP CIRCULATION PLAN ELEMENT	CLIENT: SOUTH BRUNSWICK TOWNSHIP	M - 4
	PROPOSED TRUCK ROUTE SIGNAGE	PROJECT NO: M-300-025	DATE: SEPT. 2001
		DRAWN BY: MSS / JAC / MAC	CHECKED BY: AJL / BJ



LEGEND	TOWNSHIP REQUIRED	
	ROW R.S.I.S.	CARTWAY R.S.I.S.
EXISTING LOCAL ROADS		
EXISTING SECONDARY COLLECTOR	66'	40'
EXISTING PRIMARY COLLECTOR	72'	52'
EXISTING SECONDARY ARTERIAL	88'	66'
EXISTING PRIMARY ARTERIAL	100' +	2 @ 36'
EXISTING INTERSTATE		
PROPOSED PRIMARY COLLECTOR	72'	52'
PROPOSED PRIMARY ARTERIAL	110'	

NOTE: CARTWAY WIDTH VARIES, REFER TO AASHTO STANDARDS TABLES VI-4 AND VII-2.

REFERENCE:
STREET MAP PREPARED BY CME ASSOCIATES.



 Alaimo Group 200 High Street Mount Holly, NJ 08060 (609) 267-8310	SOUTH BRUNSWICK TOWNSHIP CIRCULATION PLAN ELEMENT	CLIENT: SOUTH BRUNSWICK TOWNSHIP	P - 4
	2020 ROADWAY DESIGNATIONS	PROJECT NO: M-300-025	DATE: AUG. 2001
		DRAWN BY: MAC	CHECKED BY: JSA / AL

Circulation Plan Element

- Route 1
- Route 27
- Route 32
- Route 130
- Promenade Boulevard CR 522
- Cranbury South River Road CR 535
- Ridge Road from Route 130 to Cranbury South River Road
- Stults Road
- Wheeling Road
- Charles Court
- Commerce Drive
- Herrod Boulevard
- Docks Corner Road
- Corn Road
- Chris Court
- Heller Park Court
- Nicholas Court
- Tower Road
- Middlesex Center Boulevard
- Interstate Boulevard
- Progress Road
- Blackhorse Lane from Route 1 to Progress Road
- Finnegans Lane from Route 27 to Route 1

To route trucks onto these roadways it is recommended that east west truck traffic be routed onto Promenade Boulevard (CR 522). Presently, truck traffic utilized various Township Roads. By assigning truck traffic to Promenade Boulevard the number of through truck trips going between Route 1 and Route 27 should be reduced.

The trucks presently using Raymond Road should be restricted to Route 522. This will require the completion of improvements at the intersection of Route 1 and Route 522, Promenade Boulevard. When these improvements are complete, truck restrictions should be instituted on Raymond Road and NJDOT approval of truck prohibitions on this roadway requested.

Truck traffic should be restricted from numerous Township roads. The key to this will be the construction of various intersection improvements as well as the completion of Route 522 from Route 130 to Ridge Road and the widening of Dey Road and the Finnegan's Lane Extension to Route 130 north of Davidson's Mill Road. With these improvements in place, it will then be possible to restrict truck traffic from various Township streets such as Ridge Road west of Route 1 and Raymond Road.

2020 Roadway Designations

Plan P-4, “Roadway Designations”, shows future right-of-way (ROW) and cartway widths based on current NJDOT, Middlesex County; and local mapping and standards.

Roadway classifications shown on P-4 include primary and secondary arterial roadways, and primary and secondary collector roadways. Minor roadway classifications are subject to New Jersey Residential Site Improvement Standards (RSIS). Plan P-4 is subject to updating as new state and county mapping and standards are issued.

Primary arterials are to have a right-of-way of 100 feet and two (2) cartways that are each thirty-six feet (36’). Secondary arterials are to have right-of-way of eighty-eight feet (88’) with a cartway width of sixty feet (60’).

Primary collectors are to have a right-of-way of seventy-two feet (72’) and a cartway of fifty-two feet (52’). Secondary collectors are to have a right-of-way of sixty-six feet (66’) and a cartway of forty feet (40’). Other roadways in the township are minor roadways and would follow the Residential Site Improvement Standards as to the right-of-way and cartway width.

Utility Plan Element

The provision of adequate public utilities is an important health and safety issue in any developed municipality. Availability of public sewer and water capacity is often a precursor to any new development. This element deals with the present adequacy conditions of the water and sewerage systems and plans for future expansion in the Township of South Brunswick.

In 1996, the Township completed a Water and Sewer Master Plan, which included a number of recommendations related to improvements, operation, maintenance and management of systems.

Water Service

According to the Water and Sewer Master Plan dated November 1996, the Township of South Brunswick Towns and operates a municipal water system consisting of production, treatment, storage, transmission and distribution facilities that serve residential, industrial and commercial customers in the Township. The Township also provides water service to a small number of customers in Franklin Township. The water system currently serves most of the developed areas of the Township. The Elizabeth Water Company purchased the Kingston Water Company and presently has franchise rights to a small portion of the Township.

Water Supply

As shown in Table VI-1, the Township obtains its water supply from three wells (Well Nos. 11, 13 and 15) and purchases bulk water from the Elizabethtown

Table VI-1 Water Supply Data Township of South Brunswick			
Water Source	Pump Capacity	Minimum Daily Water Diversion	Maximum Permitted Daily Water Diversion
Well 11	1,100 GPM	1,100 GPM	1,100 GPM
Well 13	1,300 GPM	1,300 GPM	1,300 GPM
Well 15	1,400 GPM	1,400 GPM	1,400 GPM
Elizabeth Water Company Independence Way	6.0 MGD	2.0 MGD	2.8 MGD
Elizabeth Water Company Scott's Corner	3.0 MGD	1.7 MGD	3.0 MGD
GPM: Gallons per minute MGD: Million gallons daily			
Source: Director of Utilities for the Township of South Brunswick			

Water Company. The peak production capacity from the three wells is 5.4 million gallons per day (MGD), but is limited to a maximum monthly draw of 121 million gallons (4.0 MGD), and a peak annual draw of 1,200 million gallons (3.3 MGD) as per the Township’s allocation by New Jersey Department of Environmental Protection (NJDEP). Each of the well stations has treatment facilities. The treatment process at Well Nos. 13 and 15 include lime addition for pH adjustment, and chlorine addition in the form of sodium hypochlorite for disinfection. At Well No. 11, treatment includes VOC removal facilities (air-stripping and granular activated carbon contactors) and chlorine addition for disinfection.

The Township has a contract with Elizabethtown Water Company for a minimum daily purchase of 1.7 MGD (million gallons daily) via Scott’s Corner and 2 MGD via Independence Way. Elizabethtown Water Company can provide up to 3.0 MGD and 2.8 MGD, respectively, as required. A contract was prepared in July 1994 and the term of the agreement is thirty years. Water is transferred to the Township through a booster pumping station located along Route 1 at the municipal border with Plainsboro.

Water Demand

Table VI-2 shows that from 1996 to 2000, demand has increased slightly, ranging from a low of 4.5 MGD to a high of 5.5 MGD in 1999, and averaging 4.8 MGD. The peak daily flow has remained relatively stable, and averaged 6.5 MGD over the five year period. Due to a drought in 1999, the Governor of New Jersey had declared a state of emergency and ordered mandatory water restrictions throughout the State. Then in September 1999, the EWC

Table VI-2 Water Demand Analysis Township of South Brunswick				
Year	Annual Average Daily Flow (MGD)	Peak Daily Flow (MGD)	Estimated Peak Hourly Flow (Million Gallons per Hour)	Maximum Permitted Daily Water Diversion (MGD)
1996	4.5	6.6	0.750	11.3
1997	4.5	7.4	0.800	
1998	4.6	6.1	0.750	
1999	5.5	6.0	0.750	
2000	4.9	6.4	0.750	
MGD: Million gallons daily				
Source: Director of Utilities for the Township of South Brunswick				

facility flooded and was closed for four days. This event required that Township to discontinue the use of Elizabethtown water supply. Aside from these anomalies, based on the maximum permitted daily water diversion of 11.3 MGD, water supply exceeds demand for the Township.

Water Storage Facilities

The Township has three water storage facilities, as shown in Table VI-3. The two standpipes and one elevated storage unit can hold nine million gallons of water for the Township. Based on the 2000 annual average daily flow of 4.9 MGD, the water storage facilities can provide water for almost two days to Township residents and businesses.

Table VI-3 Water Storage Facilities Township of South Brunswick		
Location	Storage Type	Capacity
Route 1/ Major Road	Standpipe	4 MG
Fernwood Drive	Standpipe	4 MG
Fernwood Drive	Elevated	1 MG
MG: Million gallons		
<i>Source: Director of Utilities for the Township of South Brunswick</i>		

Water System Recommendations

The 1996 Water and Sewer System Master Plan Phase I water system recommendations include the construction of new production wells and transmission mains, water main replacement, and cleaning of water mains and corrosion for supply wells. Of these three recommendations, the first one is in progress and the second two have been completed. Phase II recommendations include the construction of a booster station, water main replacement and water main cleaning. Phase II recommendations include additional cleaning and replacement of water mains. Of the recommendations in Phase II, a booster station is being constructed and the water main replacement and water main cleaning are in progress. A 1999 Water Master Plan Update recommends that the Township proceed with a phased implementation consisting of two 5 MGD storage tanks and a 3 MGD East Brunswick Booster Pumping Station in order to address current and projected demands. This project will provide the water required by the growing demand and provide the flows and residual pressures necessary for fire events. The 1999 Update also recommends that the Township implement the construction of a booster station at the Ragany Lane or Major Road standpipe

to provide additional system redundancy to the high gradient service zone. Finally, the Township should continue with negotiation for the purchase of water from East Brunswick in incremental levels up to 3 MGD in 2010 and the Township should continue to pursue having Middlesex Water Company construct a temporary water booster station to supply water from East Brunswick.

Sewer Utilities

According to the Water and Sewer System Master Plan, the Township of South Brunswick owns and operates sewage collection and pumping stations. Wastewater flows generated from the Township and tributary areas from outside the Township are conveyed to two wastewater treatment agencies, the Stony Brook Regional Sewerage Authority and Middlesex County Utilities Authority (MCUA) for treatment.

Table VI-4 Major Interceptor Sewers Township of South Brunswick	
Service Area	Major Inceptor Sewers
<i>Stony Brook Regional Sewerage Authority</i>	Kingston interceptor; Ridge Road interceptor
<i>Middlesex County Utilities Authority (MCUA)</i>	Lawrence Brook interceptor; Town Center interceptor; Oakey's Brook interceptor; Route 130 interceptor
<i>Source: Water and Sewer System Master Plan, Volume 2, November 1996</i>	

Interceptor Sewers

As shown in Table VI-4, the Township has six major interceptor sewers which convey wastewater from both gravity and pumped systems, for subsequent pumping by major pump stations.

The area served by the Stony Brook Regional Sewerage Authority has two major interceptor sewers known as the Kingston interceptor, which is located in the western portion of the Township, and the Ridge Road interceptor, which is located in the southeastern portion of the Township.

The MCUA service area of the Township is served by four major interceptor sewers: the Lawrence Brook, Town Center, Oakey's Brook and Route 130 interceptors. Lawrence Brook interceptor extends along Georges Road. The

Table VI-5 Wastewater Pumping Stations Township of South Brunswick						
Pumping Station	# of Pumps	Approx. Pump Capacity Each (GPM)	Station Capacity	Avg. Daily Flow (Normal) (GPM)	Avg. Daily Flow (Wet) (GPM)	Peak Flow Rates (GPM)
1 - Intersection of Jamesburg Road and Chris Court	2	1000, 1100	1000	1000	1200	> 1600
2 - Georges Road at intersection with Weatherhill Way	2	325, 325	325	115	> 325	> 650
3 - Geographic center of Township in Woodland Meadows Dev.	2	125, 125	125	< 50	125	> 125
4 - Ridge Road and Amtrak Railroad area	2	140, 140	140	< 50	100	<140
5 - Route 27 and Stillwell Road	2	1000, 1000	1000	300	1000	1050
6 - In Plainsboro along Route 1	2	750, 750	750	300	> 1000	>1000
7 - Pyne Road and Kendall Road	3	4200, 4200, 4200	8000	1000	4800	5600
8 - In Plainsboro adjacent to the Delaware and Raritan Canal along Mapleton Road	2	300, 300	300	100	250	<300
9 - Broadway Road	2	1500, 1600	1550	200	400	<1000
10 - Route 130 adjacent to Davidson's Mill Pond	3	2200, 2200, 2200	4400	2000	4100	> 5560
11 - U.S. Homes development adj. to Parker Road in Plainsboro	2	300, 300	300	< 100	300	>300
12 - Melrich Road	2	320, 320	320	< 100	250	<320
13 - Edly's Lane in North Brunswick	4	4500, 4500, 4500, 4500	6000	2100	4500	>9000
14 - Woodgate Drive	2	75, 75	75	< 25	<75	<75
15 - Lackawanna Court	2	100, 100	100	< 25	< 100	<100
16 - Wetherhill Way	2	170, 170	170	< 50	<170	<170
17 - South River Road	2	655, 655	655	15	60	100

Source: Water and Sewer System Master Plan, Volume 2, November 1996

Town Center interceptor extends in a westerly and southerly direction from Georges Road to serve the Monmouth Junction area. The Oakey's Brook inetrceptor extends into the northernmost part of the Township along Route 130 and Blackhorse Lane. The Route 130 interceptor extends along Route 130 in a southerly direction and was in the process of being extended to Jamesburg Road.

Wastewater Pump Stations

In the Township, there are a total of 17 wastewater pumping stations and gravity interceptor and collector sewers, as listed in Table VI-5. The relatively large number of pumping stations is due to the general topography of the Township, as well as the fact that gravity sewers were not always available to meet the needs of planned development at the time when development was proceeding. The Township is in the process of upgrading existing pumping facilities in order to provide a more reliable system and to meet anticipated wastewater needs. Based on projections for future wastewater flows reported in the 1996 Water and Sewer System Master Plan, projected additional wastewater flows from the Township to Stony Brook and MCUA would be 1.86 MGD and 3.55 MGD, respectively, at future build out. Current flows from the Township were approximately 3.12 MGD and 2.82 MGD, respectively.

Table VI-6 Sanitary Sewer Improvements Township of South Brunswick
1. Interceptor sewer to service the the area bound by Major Road, Route 1, Deans Lane and the Railroad.
2. Gravity sewers to extend east of the Heather Knolls Pump Station which would result in the abandoment of Pump Station No. 4.
3. Gravity sewers to extend to the west of the Heather Knolls Pump Station to interconnect with Pump Station No. 11 and other improvements to sewer the "Triangle" area.
4a. Gravity sewers to extend from Pump Station No. 11 to the Stony Brook South Connection.*
4b. Replacement of Pump Station No. 11 and force main to provide for additional gravity flows. *
* Either the gravity sewer option of the pump station replacement would be undertaken.
Source: Water and Sewer System Master Plan, Volume 2, November 1996

General Plan for Expansion into Areas not Currently Served

The majority of the Township is currently served through major interceptor sewers, with individual developments tributary to the major interceptor sewers. The Water and Sewer System Master Plan, however, notes that some

areas of the Township may require improvements to the wastewater system. One area is located within the eastern and southern portion of the Township. This area, which is generally zoned rural residential, has been designated for subsurface disposal systems. A second area is a major undeveloped portion of the Township bounded by Route 1, Major Road, Deans Lane and the Amtrak Railroad right-of-way. A third area is located within the “triangle area” of the Township. A fourth area is immediately adjacent to the triangle area along Ridge Road. This area is currently served by subsurface disposal system. Table VI-6 shows recommendations for sanitary sewer improvements to these areas.

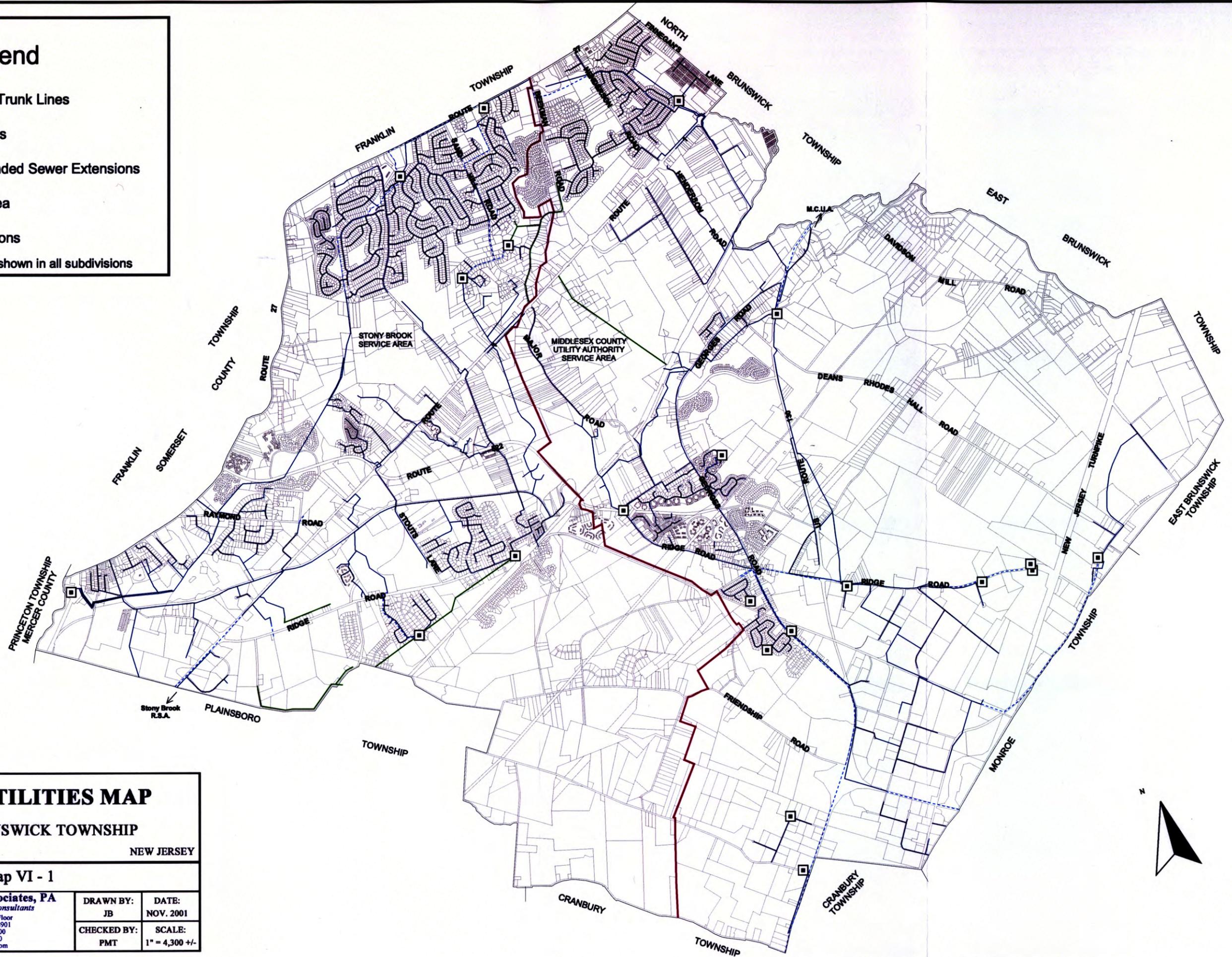
Sewer Utility Recommendations

The Master Plan suggests three categories of recommended improvements to the Township’s wastewater system:

1. Improvements necessary to comply with regulations, improvements which are recommended to simplify operations and improvements which are needed to provide for future development within the Township. The only item under the regulatory compliance component is the installation of flow meters at various pump stations.
2. Improvements needed to upgrade system operations include construction, replacement and abandonment of various pump stations, construction or extension of new parallel sewers, parallel force mains and gravity sewers.
3. Improvements to provide for future build-out include construction of various gravity sewers.

Legend

-  * Laterals & Trunk Lines
-  Force Mains
-  Recommended Sewer Extensions
-  Service Area
-  Pump Stations
- * May not be shown in all subdivisions



SEWER UTILITIES MAP

SOUTH BRUNSWICK TOWNSHIP

MIDDLESEX COUNTY

NEW JERSEY

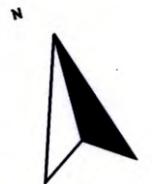
Map VI - 1



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Community Facilities Plan Element

The Community Facilities Plan provides an evaluation of the public service and facility needs of the Township of South Brunswick such as police, fire protection, emergency medical services, libraries and schools. This Plan evaluates municipal resources, existing service levels, potential deficiencies and considers future community facilities and service needs based on the Township's present and probable future population and demographic composition. The existing and proposed community facilities are shown on Map VII-1.

Municipal Complex

Located in the center of the Township of South Brunswick at the intersection of Kingston Lane and Monmouth Junction Road, the Municipal Complex consists of four buildings on 13.9 acres. The 87,500 square foot municipal building houses the administrative offices of the Township, conference rooms, the police department and the court. Since 1988, there has been a 30,000 square foot addition to the municipal building for the police department and a 32,500 square foot addition for administrative offices. A 10,000 square foot public works garage is located adjacent to the municipal building. Since 1988, two additional buildings were constructed in the Municipal Complex: a second public works garage which is 12,000 square feet in size and an 18,000 square foot Senior Center.



Police Department

The Township of South Brunswick's police department is responsible for law enforcement and public safety over a broad area that includes large residential neighborhoods, multiple commercial districts, extensive rural and agricultural sections and several busy highways. It provides services to residents as well as the thousands of employees and visitors who work or pass through the Township each day. The police department operates from the centrally located headquarters facility in the Township's Municipal Complex.

The police department is located in one wing of the municipal building. The department's personnel now includes 76 sworn officers, 17 clerks, 12 full-time dispatches, five part-time dispatchers and 15 Auxiliary Police. Fire prevention is now a component of the police department and there is one Fire Marshal and

four Deputy Fire Marshals. The current number of police department employees represents a 58 percent increase over the number of police employees reported in the 1988 Master Plan and Master Plan Reexamination Report.

The department has 48 vehicles. There are 28 marked vehicles, eight unmarked vehicles, one community policing van, three administrative vehicles, one command vehicle, four fire prevention vehicles, one DARE vehicle and two auxiliary police vehicles.

The Department handled 36,052 calls for service in 2000. The anticipated number of calls for 2001 is 38,000, which is a 5.4 percent increase in calls from 2000. Approximately 7 to 8 percent of the calls are criminal in nature.

The ratio of police to citizens is recommended to be 2.2 officers per 1,000 citizens. Based on current estimates for the 2000 Census, the population for the Township of South Brunswick is 37,734. Therefore, the strength of sworn officers should be 83, which is 9 percent more officers than there are currently. As the number of police employees increases, the police fleet should be expanded. Likewise, the inventory of equipment and training opportunities should grow.

The Department reports the facility needs more storage space and the male locker rooms need to be expanded.

Fire Protection Services

Fire protection services are key to a safe community. Major functions of the Township's Fire Safety Bureau are: to maintain and improve the quality of life for the Township's residents and business owners by providing an effective and efficient fire and life safety program; educate the general public on the dangers of fire, the human causes of fire, and how to protect themselves should a fire occur; and to protect the public from the dangers of hazardous materials by identifying their presence in the community, ensuring they are handled and stored properly, and by ensuring plans are in place to effectively deal with a release of the material should an accident occur.

The staffing in the Bureau has not kept pace with increased demands. The 2000 Fire Safety Bureau Staff Comparison chart shows there has been an overall decrease in the Bureau's staff since 1992 of 1.5 clerical/assistant positions, while there has been a significant increase in the Township's population and developed land. In order to perform all of the responsibilities required of the Bureau, additional staff is needed.

Emergency response times is one measure of response adequacy. Response

time is a function of turnout time and distance travelled to emergency incident. The 1989 Master Plan reported that 36 percent of the emergency runs were over eight minutes in length. With an increase in development and traffic since 1989, the response time has most likely not decreased. Additionally, the existing fire stations are farther than the Insurance Service Office (ISO) recommends to the eastern section of the Township. According to the 1989 Master Plan, ISO recommends first-due engine company should be within 1.5 miles and a ladder-service company within 2.5 miles. A new fire station should be considered in the eastern section of the Township for the safety of the citizens and businesses. With the number of volunteer firefighters decreasing, career or “paid” fire fighters should be considered for fire protection services.

Any future Water Master Plan should note the needs of public water for fire protection at the required flows on all public streets. Also, a future Circulation Master Plan should review the ability of emergency services to travel through the community in a timely basis, particularly the provision of east-west corridors; it should also consider the importance of more than one entry to any area so that emergency vehicles can gain access.

The Township of South Brunswick is served by three fire service organizations. The Monmouth Junction Volunteer Fire Department provides fire protection services to most of the municipality east of Route 1, while the Kendall Park Volunteer Fire Company provides fire protection to most of the Township to the west of Route 1 and to the north of Stouts Lane. The Kingston Volunteer Fire Company provides fire protection in the southwest corner of the Township. Additionally, the three fire companies provide assistance to each other and also participate in mutual aid agreements with fire companies in most surrounding municipalities.

Monmouth Junction Volunteer Fire Department

The Monmouth Junction Volunteer Fire Department operates from a state of the art, 17,000 square foot facility located on the corner of Ridge Road and Route 522. Along with housing an aerial truck, pumper, tanker pumper, foam truck, light rescue vehicle and trench rescue unit, the facility also has a large training room that is open to emergency service organizations in the Township.

The Department also shares a 7,000 square foot, four bay annex on Georges Road with the Monmouth Junction First Aid Squad. The annex



houses a pumper, brush truck, large utility truck and a Fire Safety Education Trailer. The First Aid Squad houses an ambulance and small boat in their bay.



There are 28 active firefighters operating out of the two stations. Over the past four years, the Department has answered over 1,800 calls. There were 404 calls in 1998, 526 calls in 1999 and 500 calls from January-July 2000.

The Fire Officers and Commissioners are researching new aerial platforms to replace the twenty-five year old truck.

Kendall Park Volunteer Fire Company

The Kendall Park Volunteer Fire Department is located on New Road just west of Route 1. The Company has 30 active members and works at this time with an aerial truck, three pumpers, and brush truck and a rescue vehicle.



The Company has 30 active members and works at this time with an aerial truck, three pumpers, and brush truck and a rescue vehicle.

Kingston Volunteer Fire Company

The Kingston Volunteer Fire is located on Heathcote Brook Road in the Village of Kingston. The station house is a two bay, 3,750 square foot facility that houses three pumper trucks, a rescue truck, two command vehicles, a support unit, a 14 foot rescue boat and a 1980 generator trailer. The Company also has a 1939 antique engine. There are currently 21 active members.

To operate properly and store all equipment under one roof, the Company needs 3,750 to 4,500 square feet additional space. A decision has not yet been made whether to move the firehouse to a new site or to expand the existing facility. The Company is in the process of replacing apparatus, such as the 1976 Chevrolet van, which serves as the support unit, and the 1971 pumper. It is also considering



whether there is a need for an aerial truck for the high-rise hotels and office buildings located within the district. The Fire Chief indicated that there is concern that the Department has not been drawing young members, and that the age of the active members is becoming older. There is a campaign in all districts for new members.

The number of calls from 1995 to 1998 was 760. There were 155 calls in 1995, 204 calls in 1996, 197 calls in 1997 and 204 calls in 1998.

Emergency Medical Services

The Township of South Brunswick has rescue squad facilities in the Villages of Monmouth Junction, Kendall Park and Kingston. The three facilities follow service area delineations that are similar to those of the Township fire companies. The three companies work on a cooperative basis with the rescue squads of neighboring municipalities.



Monmouth Junction First Aid and Rescue Squad

The Monmouth Junction First Aid and Rescue Squad operates a three bay facility on New Road. The squad has 27 active members and operates two ambulances and one boat. The squad now handles an average of 70 to 90 calls per month.

The Kendall Park First Aid and Rescue Squad

The Kendall Park First Aid and Rescue Squad was founded in 1960 by the residents of the newly developed Kendall Park Community. Today, the squad serves the residents in Kendall Park, Franklin Park, Griggstown and Little Rocky Hill. It also serves as backup to Monmouth Junction, Kingston, Somerset and North Brunswick as needed. The squad responded to 1,607 calls in 1999 and 1,652 calls in 2000.

The squad is made up of all volunteers. As of January 2001, there were approximately 35 active members, most of whom are EMTs.



The main building is located on New Road about 1 mile west of Route 1.

The squad facility includes three bays, as well as storage and meeting rooms. Major equipment includes four ambulances and one crash truck. A new building for the First Aid and Rescue Squad and Fire Station is located on Henderson Road and is being shared with the Kendall Park Fire Company. The newest units, A-63 and A-64, will be dispatched from this location in order to decrease response times to the north end of town.

Kingston First Aid and Rescue Squad

The Kingston First Aid and Rescue Squad is a volunteer organization providing basic life support to the community of Kingston and its surroundings since 1972. It is one of the primary responders in South Brunswick and Franklin Township and regularly provides mutual aid to Mercer County.

The squad is an EMT-Defibrillation agency through Dr. Melnick and Robert Wood Johnson University Hospital, and has an SAED in each ambulance. About half of the regular riding members are trained EMT-D's, and most members are EMT-B's.

The Kingston First Aid and Rescue Squad is stationed on Route 27, just north of Raymond Road. A total of three ambulances are owned and operated by the squad: A-72, A-73, and A-74. A-72 is a 1998 Type III (modular) Braun from Vickery, A-73 a 1987 Type II (van) Braun, and A-74 is a 1990 Type III (modular) Wheeled Coach. A-73 is generally used for fire standby's, non- and semi-emergency medium distance transports, and service runs. The squad has been alternating the duty rig between A-72 and A-74 on a monthly basis.



The squad provides and receives mutual aid with Kendall Park First Aid and Rescue Squad, Monmouth Junction First Aid Squad, Plainsboro Rescue Squad, Princeton First Aid and Rescue Squad and Rocky Hill Rescue Squad.

Senior Center

The senior center, which was constructed in 1991, is located within the municipal complex. It houses a lobby, 260 seat auditorium with stage, large full-size kitchen, pool room with pool tables, an arts and crafts room and a computer room. Membership is free and is limited to South Brunswick residents. There are nominal fees for some programs that are offered through the Senior Center.

As of March 2001, there were 1,300 members. The number of users, seniors who use the facilities but do not receive mailings or have an identification card, is estimated to be even higher. The number of users of the Senior Center facilities on a monthly basis was 1,800 in 1999; 2,100 in 2000; and 2,600 in 2001. The number of users has doubled over the past three years. The Director stated that due to the increase in users and the new senior housing being developed in the Township, they may out-grow the facility within the next five years. It is recommended that the Center be expanded to accommodate four or five more classroom sized rooms to be used for programs, such as language classes, music classes and book review sessions, and add a gymnasium for fitness classes, weights and exercise equipment.



The Senior Center has access to four buses: one 32 passenger bus; one 22 passenger bus; and two 16 passenger buses. Two of the buses are used for providing free transportation to and from the Senior Center and for transporting seniors for doctor's visits. The other two buses are used for delivering Meals on Wheels and for transporting disabled citizens. There are four full-time bus drivers and one part-time driver.

In June 2001, the following improvements are planned for the Senior Center: recarpeting the building; interior painting of the building; placing a new wooden floor on the stage; placing a new vinyl floor in the cafeteria; hanging new drapes in the cafeteria; and installing partition doors.

Library

The municipal library is located at 110 Kingston Lane in the Village of Monmouth Junction. It is adjacent to the Municipal Complex. The library has 28,500 square feet of space, and 139,807 volumes. In 2000, the total circulation was 361,284 and the attendance was 239,063. During 1999, there were 12,049 books purchased, 251 magazines subscriptions, and 1,320 videos cassettes, CD's and other visual materials purchased. The Library had 2,264 new patrons sign up to use the library and 38,311 questions were answered. Be-



ginning in 2002 the Library will be renovating another 16,000 (5,770 square feet will be unfinished) square feet. The cost will be \$4 million and is scheduled to be completed in 2003.

The Public Library provides numerous services in the community in addition to its basic function as a place to read, conduct research and borrow books. It has professional reference, referral and readers advisory services; interlibrary loans from libraries across the U.S.; reserves and requests for popular new materials; adult and young adult programs throughout the year; circulating audio-visual collection, including CD-ROMS, compacts discs, books on tape, videos and music cassettes; state and federal income tax forms and publications for distribution; local and state community organization information; local history resources; and adult basic reading and English as a second language materials. The library has a World Language Center with over 5,000 items in Russian, Chinese, several Indian languages, Arabic, Urdu and Spanish. The library also provides an online catalog, newspapers, journals and magazine articles, word processing and typing and a circulating CD-ROM collection. In 2000, there were 19 computer workstations for public Internet access and 482 people used them per week. In addition to the Internet terminals, the Information Services Department provides online and CD-ROM databases on five more public workstations. These databases are accessed throughout the day by both adult and student researchers. The Public Library is open seven days a week with evening hours four nights a week.

The Bookmobile Department furnishes direct services to the outlying population of the Township of South Brunswick. Five days a week, the Bookmobile visits neighborhoods, school stops and senior citizen stops. The Library Director reported that the Public Library received a new, larger vehicle in September 2000 to serve the demands of Township residents and predicted that preparing materials for the Bookmobile's revolving collections would require more Library space.

The Public Library currently has a total staff of 62, consisting of 23 full time employees and 39 part time employees. Of the staff, there are 12 full-time and seven part-time professional librarians with Master's degrees. The library also has over 70 volunteers who contribute over 2,200 hours each year. According to the minimum criteria established by the New Jersey State Library, a library serving more than 7,500 persons must have one professional librarian and for populations over 20,000, the library must have one more librarian for each 10,000 additional people. The Township library surpasses the minimum criteria.

School Facilities



The Township of South Brunswick education system has experienced significant growth over the past ten years as a result of Township population growth. The South Brunswick Township School District submitted a Long Range Facility Maintenance Plan dated 2000. This

School	Acres	Grade	Existing Capacity	'99-'00 Current Enrollment	Remaining Capacity
Brunswick Acres Elementary School	20.0	K-4	307	453	(146)
Cambridge Elementary School	6.0	PreK-5	294	524	(230)
Constable Elementary School	14.0	K-4	286	367	(81)
Dayton Elementary School	4.0	2-4	126	167	(41)
Deans Elementary School	7.0	K-2	123	168	(45)
Greenbrook Elementary School	12.0	K-4	193	375	(182)
Indian Fields Elementary School	22.0	K-4	614	638	(24)
Monmouth Junction Elementary School	6.0	K-4	273	508	(235)
Crossroads Middle School	56.3	6-8	1,234	1,046	188
South Brunswick Upper Elementary	82.0	5-6	784	530	254
South Brunswick High School	79.0	9-12	2,055	1,794	261
Total	331.5		6,289	6,570	(281)

Source: Long Range Facility Plan 2000

Table VII-2 School Enrollment Projections Township of South Brunswick			
Year	Enrollment	Change, 1999-2009	
		Number	Percent
1999	7,042	---	---
2000	7,372	330	4.7
2001	7,749	377	5.1
2002	8,096	347	4.5
2003	8,378	282	3.5
2004	8,624	246	2.9
2005	8,841	217	2.5
2006	9,032	191	2.2
2007	9,106	74	0.8
2008	9,228	122	1.3
2009	9,276	48	0.5

Source: Draft 2000 Five Year Facilities Maintenance Plan, Updating of Enrollment Projections to Reflect New Enrollment and Birth Data Available as of Early November 1999.

Plan has been filed electronically with the State and is being reviewed. Word of approval is anticipated in April 2001. This Plan examines the enrollment trends, school capabilities, building conditions and other considerations.

Existing facilities within the school system include eight elementary schools, one upper elementary school, one middle school and the high school. Four elementary schools, Brunswick Acres Elementary School, Cambridge School, Constable Elementary School and Greenbrook Elementary School, are located in the Village of Kendall Park, which is a largely residential area in the northwestern section of South Brunswick. Dayton Elementary School and Indian Fields Elementary School are located in the Village of Dayton, which is surrounded by a few residential developments in the eastern section of the Township. The other five schools are located in the Village of Monmouth Junction. Deans Elementary School, Monmouth Junction Elementary School, South Brunswick Upper Elementary, Crossroads Middle School and South Brunswick High School are centrally located in the Township. The school district administrative offices are located at 4 Executive Drive in the Village of Monmouth Junction.

As shown in Table VII-1, the current capacity of the Township's schools is exceeded by 281 students in grades kindergarten through four. In October 1999,



a referendum was passed to build a new elementary school for grade levels kindergarten through 5th. Construction for the Deans Rhode Hall Road school is expected to be completed in August 2002. The capacity for the new school will be 700 students and will alleviate most of the immediate need.

Currently the grade organization in the school district is K-4, 5-6, 7-8 and 9-12. When the new elementary school is completed, South Brunswick Upper Elementary will be converted from a 5th - 6th grade school to a 6th - 8th grade school and the grade organization for the district will become K-5, 6-8 and 9-12.

The South Brunswick Township school system is projected to experience continued growth over the next ten years, as shown in Table VII-2. Enrollment for the 1999 - 2000 academic year is 7,042. This is projected to increase to 9,276 students in 2009. This represents a gain of 2,234 students or approximately 31.7 percent during the next ten years according to the draft Five Year Facilities Maintenance Plan. Based on the capacity of existing schools and the new Deans Rhode Hall Road elementary school, there will be a capacity deficiency of 1,534 in 2009.

The Township of South Brunswick school district has initiated a series of improvements to accommodate the continued enrollment growth. In addition to the 1999 completion of South Brunswick High School and the planned 2002 completion of a new elementary



school, the school district has plans to expand existing schools as well. The South Brunswick Upper Elementary School expansion includes: a new classroom, renovated and expanded cafeteria, music room, renovated and expanded student/faculty cafeteria, computer lab, science lab and auditorium. The High School is receiving a \$17 million addition. The proposed High School improvements include: an auxiliary gymnasium, classroom, satellite cafeteria, home economics, guidance, music room, conference room, general offices, health room, child study team, student center, art room, faculty room, small group room, technology lab, computer lab, auxiliary media center and a science room.

Community Facilities Plan Element

During the next ten years, the school district is also planning to make schools ADA compliant, replace ceiling tiles and lights, improve signage, repave parking areas, upgrade/replace heating and air-conditioning systems, re-roof sections of some schools, and continue the on-going general maintenance program.

Community Facilities

-  School Facilities
-  Municipal Complex (Police Department, Senior Center, Library)
-  Fire Protection Services
-  Emergency Medical Services



COMMUNITY FACILITIES MAP

SOUTH BRUNSWICK TOWNSHIP

MIDDLESEX COUNTY NEW JERSEY

Map VII - 1

 Heyer, Gruel & Associates, PA <i>Community Planning Consultants</i> 63 Church Street, 2nd Floor New Brunswick, NJ 08901 Phone: (732) 828-2200 Fax: (732) 828-9480 Email: mail@hgapa.com	DRAWN BY: JB	DATE: November 2001
	CHECKED BY: PMT	SCALE: 1" = 4,300 +/-

*Parks, Open Space and Recreation Plan
Element*

Parks, Open Space and Recreation Plan Element

A Parks, Open Space and Recreation Master Plan is being prepared as a separate document. The plan is being prepared in cooperation with the Recreation Department, the Township's Recreation and Community Affairs Advisory Board and the Open Space Committee. The plan will set forth the Open Space and Recreation goals for the Township. Upon adoption of the Plan by the Planning Board in the spring of 2000, it will be incorporated in full as part of the Master Plan.

Conservation Plan Element

Overall Policy Statement

Proper land use planning and land management requires a balance. Social systems, community needs, economic development factors and natural ecological systems all combine to impact local and regional land use policy issues. The Conservation Plan Element provides an opportunity for a community to express its concerns for preservation and conservation of natural resources. Now more than ever it is vital to recognize the impact and value that natural areas and environmental features have on the overall quality of life in the community. It is one of South Brunswick's primary objectives to preserve its open space and land areas that exhibit environmentally sensitive features.

Inventory and Analysis

There are a number of areas within the Township that represent important opportunities for conservation measures. These areas include: watershed areas, aquifer recharge and wellhead areas, surface and ground waters, stream conservation easements, stream corridor protection, storm water runoff control and flood damage protection areas, agricultural lands, wetlands and wetland transition areas, forested and vegetated areas, and areas of significant soil conditions such as rock outcrops, critical slopes, and muck soils. This inventory also identifies brownfields and known contaminated sites in the Township.

Areas such as schools and developed park properties provide much needed areas for both passive and active recreational opportunities. Although these areas are not typically valuable for their natural resources, they do provide space for residents to enjoy outdoor recreation.

One of the ways in which the Township can effectively protect environmentally sensitive and valuable areas is its ability to review land development applications, amend existing ordinances and create new ordinances for special areas. In addition to State regulations effecting development in or near wetlands and stream corridors, the Township has the ability to further protect the environment through other regulations. Local Land Use Ordinances such as building setbacks, lot coverage limitations, floor area ratios, steep slope regulations, dwelling unit density, soil removal limitations and tree preservation standards help to further limit disturbance and impacts to the natural environment.

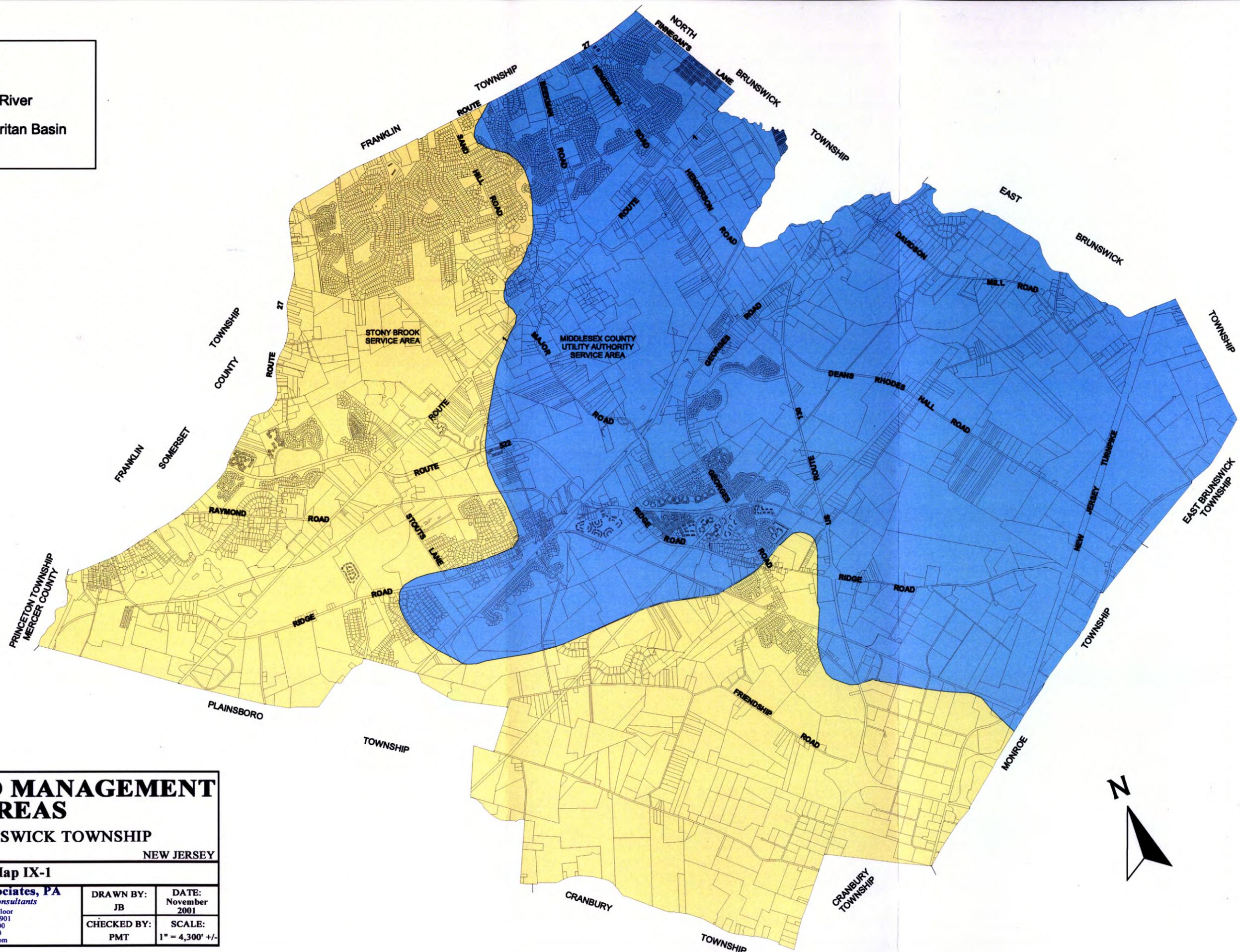
Watershed Management Areas

The New Jersey Department of Environmental Protection has divided the entire state into watershed management areas (WMA) (See NJAC 7:15 et. Seq.) and plans to fund a program to provide regional watershed management. The Watershed Management Areas (WMA) are organized to develop regional plans, to reduce non-point source pollution, to improve the quality and quantity of water, and to reduce the potential for flooding.

Legend

 Millstone River

 Lower Raritan Basin



WATERSHED MANAGEMENT AREAS

SOUTH BRUNSWICK TOWNSHIP

MIDDLESEX COUNTY NEW JERSEY

Map IX-1



Heyer, Gruel & Associates, PA
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DRAWN BY:
JB

DATE:
November 2001

CHECKED BY:
PMT

SCALE:
1" = 4,300' +/-



South Brunswick Township is located in the Raritan River Basin Watershed Management Area, which is one of the largest watersheds in New Jersey. As a result of its topographic features, this watershed is divided into two watershed management areas.

The Lower Raritan Basin Watershed receives water from stream tributaries flowing northward from the Township entering the Farrington Lake Region of the Lower Raritan Basin. The Millstone River Watershed receives water from stream tributaries flowing southwest from the Township into Millstone River region. The watershed areas are shown on Map IX-1.

The protection and proper management of surface streams and their corridors within the Township is essential to the environmental well-being of the region since the stream effluent enters potable water supply sources. The following streams, brooks and their tributaries are perennial watercourses and are listed within their watershed management area. A perennial watercourse derives its water from an area of 50 acres or more.

Lower Raritan Basin Watershed Management Area:

- a. Ireland Brook and its tributaries flowing to Farrington Lake
- b. Lawrence Brook and its tributaries flowing to Farrington Lake
- c. Oakeys Brook and its tributaries flowing to Farrington Lake via Davidson's Mill Pond

Millstone River Watershed Management Area:

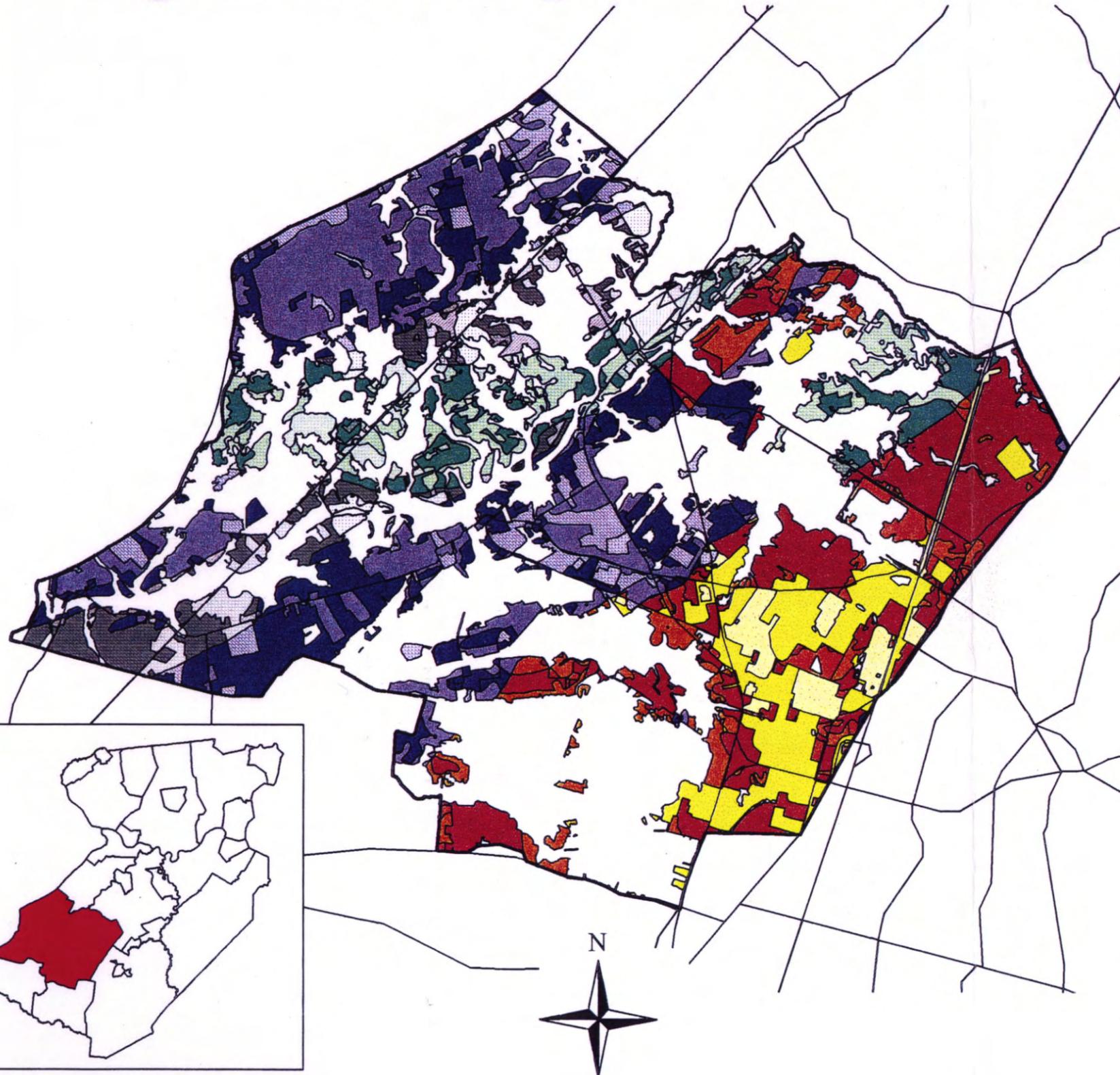
- a. Devil's Brook and its tributaries flowing to Millstone River
- b. Heathcote Brook and its tributaries flowing to the Millstone River
- c. Six Mile Run and its tributaries flowing to the Millstone River
- d. Shallow Brook and its tributaries flowing to the Millstone River
- e. Ten Mile Run and its tributaries flowing to the Millstone River

Aquifer Recharge Areas

Recharge and Wellhead Areas are a critical issue within the Township. The Township derives almost one half of its potable water from wells. This water source is critical when the potential effect of a severe drought is considered on the availability of the potable surface water supply and that a careless act could pollute this water source. Potential pollution of these wells could become a major remediation expense to the Township.

Replenishment of the aquifer by recharging good quality surface waters down through the soil is paramount to the continued health of the Township. The best ranked aquifer recharge areas in the Township are located in an area zoned for Industrial Development. This area is located in the southeastern section of the Township between N.J. Route 130 and Cranbury-South River Road. The development within this industrial zone is primarily warehousing operations. See Map IX-2 showing the aquifer recharge area distribution in

Aquifer Recharge Areas in the Township of South Brunswick



□ Municipal Boundary

∧ Major Roads

Aquifer Recharge Areas

■ 11 - Greatest

■ 12

■ 13

■ 14

■ 15

■ 21

■ 22

■ 23

■ 24

■ 25

■ 31

■ 32

■ 33

■ 34

■ 35

■ 41

■ 42

■ 43

■ 44

■ 45

■ 51

■ 52

■ 53

■ 54

■ 55 - Least

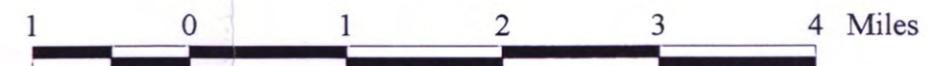
The two-digit number listed under the 'Aquifer Recharge Areas' section of the legend indicates different grades of aquifer recharge. The first digit represents the aquifer rank - or, gallons per minute yield - with "1" being greatest and "5" being least. The second digit represents groundwater recharge in inches per year. Here, "1" represents the greatest amount of recharge, while "5" represents the least. Using this scale, an area represented by "11" would be an area with the greatest aquifer recharge, while an area represented by "55" would be an area with the poorest aquifer recharge. Unranked areas, which appear as white on this map, are hydric soils and/or wetlands.

Source:

French, Mark A. "Ground-Water Recharge and Aquifer Recharge Potential for Middlesex County, New Jersey." New Jersey Department of Environmental Protection, Division of Science and Research, New Jersey Geological Survey. 1996.

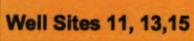
Conservation Plan Element

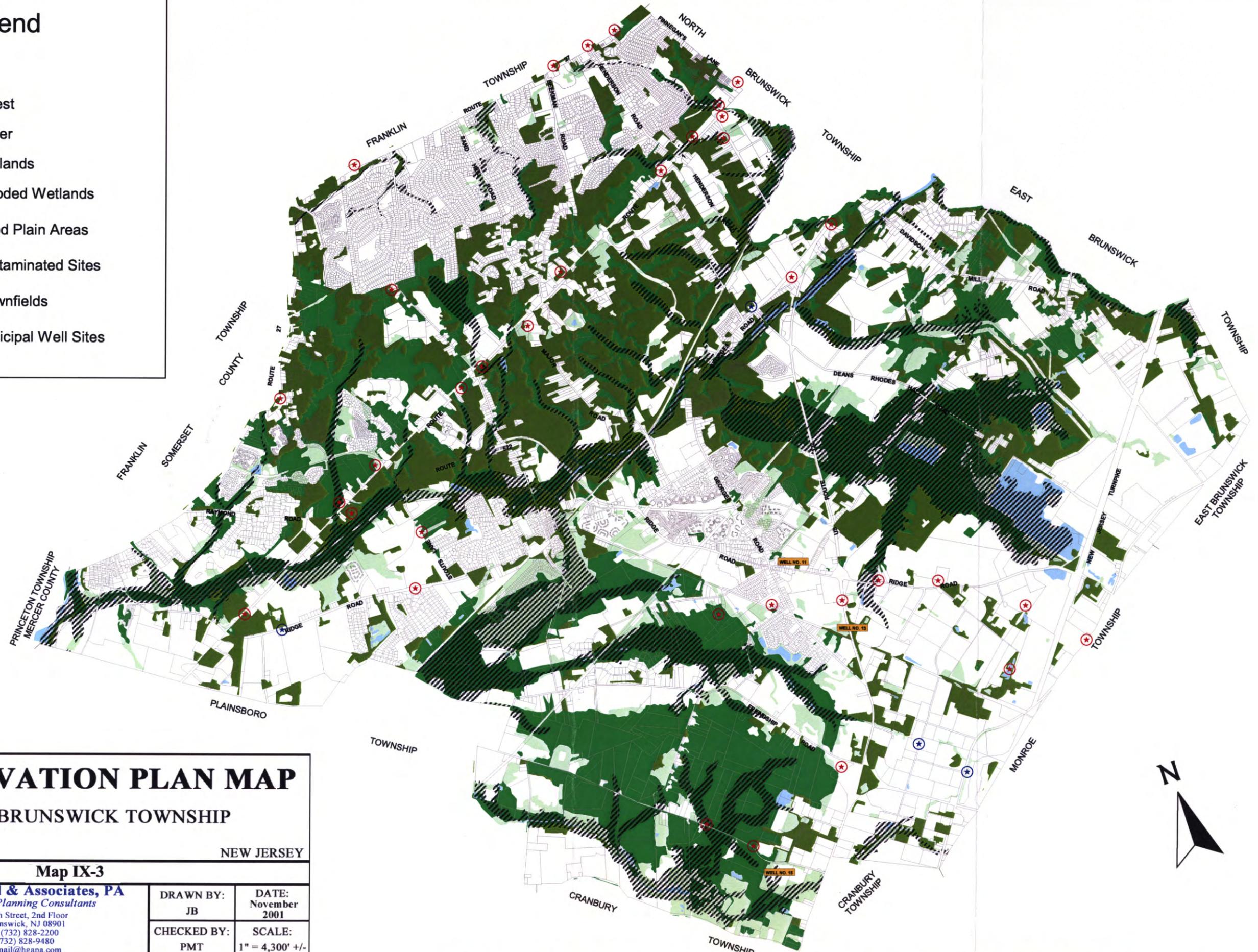
Map IX-2



Map Prepared by the Middlesex County Planning Department
Division of Environment, Parks, and Strategic Planning
April, 1997

Legend

-  Forest
-  Water
-  Wetlands
-  Wooded Wetlands
-  Flood Plain Areas
-  Contaminated Sites
-  Brownfields
-  Well Sites 11, 13, 15
- Municipal Well Sites



CONSERVATION PLAN MAP SOUTH BRUNSWICK TOWNSHIP

MIDDLESEX COUNTY NEW JERSEY

Map IX-3

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DRAWN BY: JB	DATE: November 2001
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Locations of known contaminated sites and brownfields are approximate and are based on information provided by the NJ Office of Information Technology and the NJDEP.

the Township.

Wellhead Protection Areas

The Federal Safe Water Act of 1986 has been amended requiring each state to initiate mapping of the public and private wells. The purpose of the amendment is to protect the wells and prevent polluted surface waters from entering the aquifer adjacent to the well. The New Jersey Geological Society is currently mapping the Wellhead Protection Areas in New Jersey. The resulting maps will define the wellhead areas and enable the Township to provide protective buffers.

South Brunswick obtains at least 40% of its potable water from three (3) State Regulated Municipal Wells that pump from the Old Bridge and Farrington Sands Aquifer in the eastern area of the Township. These wells must be protected from surface pollutants that enter the soil adjacent to their location. As the Wellhead Protection Areas are published, the Township can enact ordinances to protect its own wellheads.

Surface and Ground Waters

South Brunswick has a number of small lakes and ponds within the Township borders. Some of these ponds are manmade due to extensive mining of sands and clays or used as an impoundment dam for a water-powered mill. At present, there is one manmade lake (Dallenbach Lake) that is being used for sand mining and washing purposes. Dallenbach Lake is located at the beginning of the Old Bridge Sand. The Lake could become the source of an aquifer pollutant if uncontrolled washing of polluted sands should occur or through polluted storm water runoff from the New Jersey Turnpike. The continued use of the Lake for industrial purposes with a minimum amount of water quality controls is a high risk that could disrupt all down stream users.

Stream Conservation and Corridor Protection

The South Brunswick Township Land Use Ordinance, Section 175-73 Stream Corridor Protection, provides for the protection and management of stream corridors within the Township. The intent is to promote desirable physical and visual environment along the stream corridor while preserving natural riparian vegetation, prevent environmental degradation, and increase the water quality of the stream. The ordinance establishes a 100-foot protection buffer along each bank of the stream as well as a 50-foot conservation easement that restricts activities within the corridor. State permitted stream and wetland encroachments, utility easements and permitted activities within the easement area require restoration of the riparian vegetation by the individuals involved in the permitted activities. The stream corridors are shown on Map IX-3. The stream corridors can serve as open space links with major open space and park sites. They can also serve as open space corridors between developed or future developing sections of the community.

Storm Water Runoff Control and Flood Protection

The Township land use ordinances require that any site under development must control the resulting increase in the off-site storm water flow in such a manner that the rate of off-site flow would not exceed the rate of off-site flow of the original undeveloped site. The intent of the ordinance is to prevent downstream flooding, improve water quality and protect downstream property. The makeup of storm water runoff leaving a developed site consists of: (a) water from rooftops; (b) water from landscaped areas; (c) water from streets, driveways, and parking lots. Each of these runoffs contain varying amounts of pollutants ranging from airborne dust, process pollutants, phosphates, nitrates, pesticides, petroleum hydrocarbons, surface sands and silts, heavy metals such as copper, lead, zinc and chromium, and road salts used for ice control. It is important that the stormwater runoff be properly handled at the time of site review and site development in order to filter out potential pollutants.

Runoff from landscaping on a developed site can contain phosphates, nitrates and pesticides. The Federal EPA estimates home owners apply 136,000,000 pounds of pesticides on their lawns. This application is three times more than farmers use on a pound per acre basis. The runoff from streets, driveways and parking lots contains petroleum hydrocarbons, heavy metals such as copper, lead, zinc, and chromium, rubber compounds, surface sand and silts and road salts that must be filtered before the runoff leaves the site. Special measures should be taken to protect the water supply from these pollutants.

Wetlands and Wetland Transition Areas

The Township of South Brunswick also contains extensive wetlands in various areas of the community, but specifically in the southern and central/eastern section where the wetlands traverse the Township as shown on Map IX-1.

Wetlands are an important aspect of the hydrologic and hydraulic characteristics of the Township and serve several purposes. They support wildlife and distinct species of plant life. They also act as a retention basin for floodwaters and control various types of water pollution. The exact location and delineation of wetlands is dependent upon field investigation. The development of freshwater wetlands is regulated at the state and federal level, and tidal wetlands are regulated at the federal level.

In July of 1987, the New Jersey State Legislation passed "The Freshwater Wetlands Protection Act" which protects wetlands from needless destruction. The Act charged NJDEP with regulatory control of all activities in wetlands as of July 1, 1988, applying more stringent controls than those which existed under federal jurisdiction. As of July 1, 1988, any proposed develop-

ments containing wetlands must be filed with the NJDEP for a review of conformance to the State Wetlands Act. Virtually any activity, except hunting, fishing, hiking and camping is prohibited. As of July 1, 1989, wetlands were categorized into three groups: exceptional value, intermediate value and ordinary value. Transition areas, or buffers, are required ranging from 50 to 150 feet depending upon the resource value of the wetlands. These regulations are imposed based on a site inspection and wetlands delineation that are reviewed and approved by the Department of Environmental Protection (DEP).

Wetlands occur in the Township along stream corridors, in some isolated areas and in three major areas; west of Route 1 and south of New Road and also along Route 522, east of Route 1 and north of Major Road, in the Deans Rhode Hall Road and Fresh Ponds Road area and the most substantial area within the Township which includes most of the land area south of Friendship Road and several areas north of Friendship Road. In many cases the wetlands are also associated with the remaining mature woodland areas.

Although protected by State Law the wetlands have also been placed in the lowest residential density zone in the R-R and R-1. In two cases the master plan recommends further reduction in density in order to preserve the open space character and existing woodland within these areas.

100-Year Flood Boundaries

The 100-year floodplain boundary area has been established by the Federal Emergency Management Administration (FEMA) to denote floodwater impoundment areas. These are areas adjacent to streams, rivers, ponds and lakes. Development in these areas is highly restrictive in order to avoid destruction of flood areas and the destruction of property that has been improperly located and therefore subject to flooding .

In combination, the wetlands and flood plains can provide for extensive conservation and open space network that can function as linear parks, linear parks, or greenbelts to connect recreation and park areas and provide for major open space “breaks” between the developed sections of the community.

Forested and Vegetated Areas

The Township adopted a Tree Ordinance (Chapter 240) that controls and defines the limits of tree removal by land development. The purpose of the ordinance is to encourage limited tree removal, reduce the practice of clear cutting, and provide for the replacement of those trees removed. The tree replacement plan requires a survey and determination of the number of replacement trees required for each site plan or subdivision application and encourages the land developer to plant replacement trees. In instances where the required number of trees cannot be planted on the site the developer can provide trees or equivalent funds to the Township for use in environmental improvement on Township

properties.

The major forested areas are found in the south eastern area south of Friendship Road and in the central section of the community west of Route 1 along New Road and east of Route 1 between Deans Lane and Route 522 and extending to the railroad. The tree removal ordinance and maintaining the current low density zoning should preserve much of the woodland. The areas south of Friendship Road is associated with wetlands which will protect this woodland. The woodland and trees provide buffering, storm water control, erosion control, original habitats, shade and moderation of the surrounding micro climate and act as scenic corridors. Careful site planning is recommended in order to preserve the remaining woodlands that are not protected by wetlands.

Areas of Significant Soil Conditions

Significant soil conditions within the Township include wetlands in the Devils Brook area in the southeast, rock outcrops and critical slopes in the Kingston area, Turkey Island Swamp watershed in the south east and Pigeon Swamp watershed in the northeast.

Turkey Island Swamp in the southeast area of the township is the headwater of Shallow Brook. Shallow Brook is a part of the Millstone - Delaware and Raritan watershed that is a major source of potable water.

Pigeon Swamp State Park is a partially developed area that is the headwater of the Lawrence Brook Watershed. Water from the swamp and surrounding watershed flows through Davidson's Mill Pond into the Farrington Lake. The Farrington Lake is a potable water impoundment that serves as a potable water supply to New Brunswick, Milltown and East Brunswick and must be protected from pollution.

Topography

The topography of South Brunswick ranges from gently rolling hills to lowland flats. The Township exhibits moderate elevations and little difference in overall relief, except for the Sand Hills area which reaches elevations greater than 300 feet above sea level. The adjacent area of Little Rocky Hill slopes down from a height of 250 feet in the westerly direction of Carnegie Lake, where the elevation drops to 50 feet above sea level. The majority of the Township is below the 160 foot contour.

According to the 1982 Environmental Resource Inventory, no slopes in the Township exceed 15 percent. Some moderately steep slopes of 10 to 15 percent are found throughout the Township, particularly in the Sand Hills

area and along Ireland Brook. Where possible the natural slope areas should be incorporated in subdivision design.

Brownfields and Known Contaminated Sites

The Township of South Brunswick has a number of contaminated or brownfield sites. Brownfields are defined as former or current commercial or industrial use sites that are presently vacant or underutilized, on which there has been or there is suspected to have been a discharge of a contamination to the soil or ground water at concentrations greater than applicable cleanup criteria. The NJDEP maintains a list of brownfields, which are extracted from the Site Remediation Program (SRP) Comprehensive Site List. The present site listings, which are current as of September 1997, have been self-reported by the person(s) responsible for cleanup of the brownfields property with the specific intent for redevelopment. There are four major brownfield sites in South Brunswick. As shown in Table IX-1, they are CP Packaging on Cranbury South River Road, American National Can Company on Georges Road, Stauffer Chemical on Stults Road and Aerochem Research Laboratories on Ridge Road. Map IX-1 shows the approximate locations of the brownfield sites.

The NJDEP also maintains a list of Known Contaminated Sites in New Jersey. These sites are under the oversight of the NJDEP Site Remediation Program and have or had contamination present at levels greater than the applicable cleanup criteria for soil, ground water standards and/or maximum contamination levels (MCLs) of the Safe Drinking Water Standards. Contamination is normally identified at a site through sampling of soil, surface water and/or ground water. However, there are instances where visual inspection has been used to confirm the existence of contamination. The list of known contaminated sites presented in Table IX-1 dates from January 1997, accordingly a number of the sites may have been cleaned up since that time. Map IX-3 shows the approximate locations of the known contaminated sites. The Township should initiate an active policy to insure the timely remediation of these known sites.

Implementation

The Township of South Brunswick can establish significant and effective standards, regulations and policies designed to conserve land and important natural features. It is recommended that:

1. The Township officially appointed liaisons to the two watershed management steering committees to represent the Township in the formation of the regional plans and provide local input from the Township as the development of the regional plans progress.
2. Within the Municipal Ordinance Paragraph A(l)(L) of Section 175-44 requires a Site Plan drawing showing the original topographic features of the site. It is recommended that this section be amended to include identification of the local watershed, location of the lowest elevation, location

- of the local body of water receiving the increased runoff caused by development and location of all soil and percolation test sites. The test results should be presented in tabular form on the topographic plan and included in the EIS report.
3. An alternative that would improve groundwater recharge would be to require that developments separate the roof drains from the storm water collection system and recharge the roof drains in dry wells “on site.” The development would have to identify the soils and provide percolation rates of the recharge areas at the site plan approved stage. Special measures for the reduction of pollutants in streets, driveways and parking lots of commercial, industrial and light industry development should include development of underground oil/water separator standards to be included in the land use ordinances of the Township.
 4. The Township should initiate a campaign to educate its residents on the effects of overuse of lawn fertilizers and street and driveway runoff on the ecology of streams and bodies of water down stream of the site. The campaign should include use of soil testing to determine the type and quantity of fertilizers needed and encourage landscaping that will increase recharging.
 5. The NJDEP Bureau of Safe Drinking Water for Well Head Protection Area (WHPA) information should be obtained and the land use ordinances should be revised to establish a protective zone around the wellhead locations.
 6. It is recommended that the Township require the installation of sufficient test wells around the periphery of industrial use water bodies to establish water analysis datum and to monitor the effect of continued industrial use. These samples should be taken on a monthly basis by an independent analyst to monitor and record any change. At present, the NJDEP requires a limited analysis once every quarter. This monitoring requirement is insufficient to measure any changes in water quality and prevent remedial action responses in a timely manner. The sample record and data analysis should be made available to the Township and reviewed at the monthly meeting of the Environmental Commission.
 7. Riparian vegetation restoration should be encouraged along existing stream corridors in need of repair with Township assistance provided by funds from the Tree Preservation Ordinance-Chapter 240. This effort will improve the quality of water in the streams and their tributaries of the Township.
 8. The present storm water control or management system should be revised to conform the recommendations published by the NJDEP entitled “Best Management Practices Manual - Storm Water and Non-

Conservation Plan Element

- point Source, Pollution Control” dated December 1994.
9. Present standards for total impervious surface in commercial, industrial and light industrial zoned areas are considered to be excessively high and a study should be made to encourage a more environmentally responsible approach to site improvement by the developer; an approach that would permit a reduction in the total impervious surface allowance.
 10. Park and open space planning should consider the natural stream corridors and 100 year floodplains should be used as linear parks, greenbelts and buffer zones linking recreation and park areas.
 11. The Delaware and Raritan Canal is an environmentally sensitive area as well as a historical site. Consideration should be given to prepare a preservation zone ordinance to govern the use of the area.

Table IX-1 List of Brownfields and Known Contaminated Sites Township of South Brunswick, New Jersey					
Site ID	Name	Address	Lead	XY Origin	Remedial Level
<i>Brownfields</i>					
NJD000764894	American National Can Co.	925 Georges Road	BFO-S	N/A	C3
NJD001894229	Stauffer Chemical	Stults Road	BEECRA	N/A	D
NJD986602621	Aerochem Research Laboratories	556 Ridge Road	BSM	N/A	C3
NJL800419103	CP Packaging	1075 Cranbury South River Road	BFO-S	N/A	N/A
<i>Known Contaminated Sites</i>					
NJD000702902	Sunoco Service Station	3068 Route 27	BUST	MAP-	C2
NJD000729657	Cosmair Incorporated	Docks Corner Road	BEECRA	LATLONG	C3
NJD001775626	Mideast Aluminum	Route 130	BEECRA	LATLONG	C3
NJD002145860	Cities Services Company	Stouts Lane	BFCM	LATLONG	C3
NJD002177210	IBM Corporation	Culver Road	BFCM	LATLONG	C2
NJD020778734	Brunswick Rubber Co. Inc.	Route 1 & Monmouth Junction Road	N/A	MAP-	C1
NJD038598249	Amoco Service Station	Route 130 & Georges Road	BUST	ADDMATCH	C2
NJD038599718	Stearns & Foster Bedding Co.	Route 1 and Black Horse Lane	BEECRA	LATLONG	C2
NJD046945341	Monmouth Mobile Home Park	Route 1	BUST	MAP-	N/A
NJD070418678	Essex Chemical Corporation	1 Black Horse Lane	BEECRA	LATLONG	C3
NJD091402669	South Brunswick Asphalt Co.	Fresh Ponds Road	BEECRA	MAP-	C3
NJD097400998	JIS Landfill	Route 535, Cranbury Road	BSM	GPS	C3
NJD150555027	Hermann Forwarding Co.	Old Georges Road & Route 130	BFCM	MAP-	B
NJD870642664	Parker Hannifin Corporatopm	Route 130 N	BEECRA	LATLONG	D
NJD980770416	Uniroyal Phelps Dodge Industries	169 Docks Corner Road	BFO-S	ADDMATCH	C3
NJD980766802	Spilatore Landfill	New Road	BFO-CA	LATLONG	C2
NJD981076169	Arnox Corporation	Docks Corner Road	BEECRA	ZIP	C1
<i>(List of Brownfields and Known Contaminated Sites continues.)</i>					

(List of Brownfields and Known Contaminated Sites continued.)

Site ID	Name	Address	Lead	XY Origin	Remedial Level
NJD981134414	Operating Engineers Training Center	Deans Rhode Hall Road	BUST	GPS	C2
NJD986595163	Boxal Incorporated	5 Boxal Drive	BEECRA	GPS	D
NJD986598043	Exxon Service Station	Route 27 & New Road	BUST	GPS	C2
NJL000038547	Exxon Station	Route 1 & Stouts Lane	BSCM	LATLONG	NA
NJL000063032	63 Major Road	63 Major Road	BFO-S	ADDMATCH	C1
NJL000073668	Route 1 Section 5H	Route 1	BFO-S	ZIP	N/A
NJL600003776	Jersey Paper Company	Route 130 (Distribution Way)	BUST	ZIP	C2
NJL600019020	Amoco Service Station	Route 1 N & New Road	BUST	ADDMATCH	C2
NJL600044911	South County Operations Facility	Broadway Road	BUST	MAP-	C2
NJL600187470	Amtrak Block 259, Lot 401	Ridge Road	BUST	MAP-	C2
NJL600196430	South Brunswick Plaza Limited	Stouts Lane & Route 1	BUST	ADDMATCH	C2
NJL600196448	South Brunswick Square Shopping Center	Route 1 S	BUST	GPS	C2
NJL600206304	C&H Diesel Service Incorporated	Route 130	BUST	LATLONG	C2
NJL800007445	NJ Dept. of Transportation Sand Hills	Route 1	BFO-S	MAP-	B
NJL800011611	Citgo Service Station	3817 Route 1 S	BFO-IN	GPS	C2
NJL800016974	Princeton Alliance Church	4315 Route 1 S	N/A	GPS	C1
NJL800199242	62 Old Road	62 Old Road	BFO-S	MAP-	C1
NJL800242547	Whispering Wood Blvd. & Route 522	Whispering Wood Blvd. & Route 522	BFCM	ZIP	C1
NJL800274821	3781 Route 1	3781 Route 1	BUST	ADDMATCH	C1
NJL880000336	24 Friendship Road	24 Friendship Road	BFO-S	ADDMATCH	C2
NJP000889972	Exxon Service Station	Route 27 & Henderon Road	BUST	ADDMATCH	C2

Source: NJ Department of Environmental Protections, i-MapNJ Brownfields, 1997

Metadata

Lead:

UNK SO	Unknown Source
BEECRA	Bureau of Environmental Evaluation, Cleanup and Responsibility Assessment
BFO-N	Bureau of Field Operations - Northern
BUST	Bureau of Underground Storage Tanks

Remedial Level:

- B (1) A single phase remedial action in response to a single contaminant category effecting only soils. May be a sub-site of a more complex case. Does not include ground water investigation or remediation. (2) Examples of level B cases include, but are not limited to “cut-n-scrape”; surface drum removals; fences; temporary capping or tarping.
- C-1 (1) A remedial action which does not involve formal design where source is known/identified. May include the potential for (unconfirmed) ground water contamination. (2) Examples of C-1 cases are regulated or unregulated storage tanks containing gas or heating oil; septic tanks etc.
- C-2 (1) A remedial action which consists of a formal engineering design phase, and is in response to a known source or release. Since the response is focused in scope and address a known, presumably quantifiable source, this remedial level is of relatively shorter duration than responses at sites with higher remedial levels. Usually involves cases where ground water contamination has been confirmed or is known to be present.
- C-3 (1) A multi-phase remedial action in response to an unknown and/or uncontrolled source or discharge to the soils and/or ground water. In this remedial level the contamination is unquantifiable (or presumed unquantifiable) and, therefore, no determinable timeframe for the conclusion of the remedial action is known.
- D (1) A multi-phase remedial action in response to an unknown and/or uncontrolled source or discharge to the soils and/or ground water. In this remedial level the contamination is unquantifiable (or presumed unquantifiable) and, therefore, no determinable timeframe for the conclusion of the remedial action is known.

XY Origin:

ADDMATCH	Address matched using ArcView 3.0a.
GPS	Coordinates pulled from DIFF database.
LATLONG	Latitude and Longitude provide by responsible parties.
MAP~	Interactively mapped using ArcView 3.0a
ZIP	Zip code centroid

Economic Plan Element

The Economic Plan Element evaluates the potential for the community’s continued economic growth in order to ensure that nonresidential land use policies provide sufficient areas for future employment and ratable growth. In order to provide a comprehensive view of the present and future economic development of the Township of South Brunswick, County-wide and Township-wide economic trends were analyzed.

Middlesex County Economic Trends

Middlesex County is a prosperous area in terms of employment and industry. Middlesex County has the third highest number of jobs in the State, although it only encompasses three percent of the State’s land area, and a relatively high per capita income. Middlesex County’s growth and general prosperity is due primarily to its location. The County is located in the central region of the State, and this region offers the advantages of a suburban setting with excellent transportation connections via the Turnpike and I-95 to the New York and Philadelphia economic regions.

Occupational Category	1990 Number	Pct. Distr.	2005 Number	Pct. Distr.	Change 1990-2005		Average Annual Openings		
					Number	Pct.	Total	New Jobs	Replacements
Executive, admin., managerial	22,300	5.8	28,000	6.3	5,700	25.6	750	370	380
Professional, paraprofess., technical	73,700	19.3	99,300	22.3	25,600	34.7	3,160	1,780	1,380
Marketing & sales occupations	47,450	12.4	56,900	12.8	9,450	19.9	1,780	600	1,180
Administrative support & clerical	86,000	22.5	96,350	21.7	10,350	12.0	2,530	810	1,720
Service occupations	42,800	11.2	50,700	11.4	7,900	18.5	1,640	520	1,120
Gardening, forestry & animal care	2,150	0.6	2,850	0.6	700	32.6	80	50	30
Precision production; craft & repair	4,100	10.7	43,800	9.8	2,800	6.8	1,170	260	910
Operators, fabricators & laborers	66,600	17.4	66,750	15.0	150	0.2	1,780	370	1,410
Total, all occupations	382,000	100.0	444,650	100.0	62,650	16.4	12,890	4,760	8,130

Source: New Jersey Department, Division of Labor Market and Demographic Research, 1994. Volume 1. Industry and Occupational Employment Projection for New Jersey: Year 2005.

The Middlesex County economy is largely composed of wholesale and retail trade establishments which employ more workers than any other industry in the County. The County also has a greater percentage of manufacturing jobs (primarily in the chemical industry) compared to the State average. Due to its location and high incomes, Middlesex County is headquarters to major wholesale distributors and contains three regional shopping centers. As shown in Table X-1 this employment growth is projected to continue.

Occupational projections for year 2005 indicate that employment in the County is projected to increase by 62,650 or 16.4 percent. The largest employment gains for the County are projected for professional, with 25,600 new jobs and in the administrative support and clerical with 10,350 new jobs.

Year	Number of Jobs	Number of Units Reporting
1982	9,417	267
1983	10,127	293
1984	11,032	305
1985	9,509	326
1986	9,898	354
1987	10,971	401
1988	11,761	424
1989	12,105	484
1990	13,443	501
1991	14,525	622
1992	14,685	628
1993	15,247	675
1994	16,022	718
1995	17,436	765
1996	18,417	808
1997	19,870	846

Source: New Jersey Department of Labor, Division of Labor Market and Demographic Research & New Jersey Employment and Wages

Township of South Brunswick Employment Trends

As Table X-2 indicates, the Township of South Brunswick has developed a strong employment base and, despite annual fluctuations, has shown substantial employment growth for the 16 year period from 1982 to 1997. During this time, covered employment increased by 10,453, or 111 percent. This results in an average of 5.3 percent increase in the number of jobs per year. To date, 846 employers are reporting a total private sector employment of 19,870. This number may be higher due to the reporting discrepancy of a zip code address and the actual location of an employer. Based on County projections of 16.4 percent increase in employment, the Township can continue to expect employment growth for the next few years.

Historic Preservation Plan Element

Introduction

The Township of South Brunswick has a long and storied history that includes its original settlement by Native Americans and later settlement by European colonists and their successors. Historical records indicate that the Township has been continuously occupied and developed since the 17th century when Europeans first arrived. During the intervening centuries, South Brunswick grew from small outposts in the New World to a developing suburban community of today. The Township has consequently developed a rich history that reflects its unique character, diverse population and economic evolution that has produced an appealing suburban community character.

South Brunswick has a number of historic resources that are worth preserving because they provide a physical link to the past, contribute to the sense of community in the present and offer a degree of continuity as the Township advances into the future. More tangibly, historic preservation contributes to attractive streetscapes, stable neighborhoods, economic development and increased property values. The Historic Preservation Plan Element highlights the benefits of preserving the local heritage, identifies sites listed on the State and National Registers of Historic Places and discusses the Township’s preservation efforts to date. Historic preservation is encouraged as a way of protecting sites that have played a significant role in South Brunswick’s development and as an element of the Township’s on-going revitalization, economic development and neighborhood preservation efforts.

Brief History of Middlesex County

Middlesex is one of East Jersey’s four original counties, having been so designated in 1693, along with Bergen, Essex and Monmouth. Early patterns of settlement were found along transportation routes. The most important of these routes were the Raritan River and two roads following old Indian paths. These roads were the “Upper Road” or “King’s Highway,” which is now Route 27, and the “Lower Road,” which is George’s Road.

Although the business of Middlesex County was basically agriculture, the eighteenth century saw the beginnings of industry, powered by the area’s many streams. Although few factories remain, nineteenth century industrialization shaped the towns and cities of Middlesex County. By the twentieth century, the northeastern and central parts of the County became largely urbanized. Meanwhile, the rest of the County remained largely rural, with established villages and towns being infilled with buildings of late nineteenth and twentieth century construction.

Twentieth century development has followed major highways such as Route 1 and the New Jersey Turnpike, while the older urbanized centers have suffered

from a lack of new investment. The areas now exhibiting the greatest pressures for change are the southern tier of rural townships, such as Plainsboro, Monroe and South Brunswick.

Brief History of the Township of South Brunswick

Summarized below is a brief history of South Brunswick, according to the 1982-83 South Brunswick Township Municipal Calendar and Report.

Early Settlers

In the 14th century, the Lenape lived in semi-permanent settlements and camps along river and stream valleys, cultivating crops and hunting. Although no specific sites have as yet been authoritatively documented, the Lenape camped, hunted and traveled in and through South Brunswick. The Lenni Lenape (meaning *Original People*) were also known as the Delaware Indians by the later European settlers. The lifestyle of the Lenape remained unchanged until the coming of the first European settlers in the early 1600's at which time the Europeans sheer number and determination to settle and possess the land resulted in the decline and virtual disappearance of the Lenape.

The new inhabitants had to adapt to a completely new environment. Over a relatively short period of time trails became roads, farms and settlements were established and important knowledge was gained through experience and interaction with the native populations. The new farms and settlements were often located along travel routes and waterways, similar to the practice of the Lenape.

South Brunswick was incorporated in 1798. In 1872, the Legislature first reduced the size of South Brunswick with the creation of the separate Township of Cranbury from the southern portion of South Brunswick. In 1885, it redefined and enlarged the boundaries of Cranbury, and in 1919, the size of South Brunswick was further reduced with the formation of Plainsboro Township. The present boundaries of South Brunswick date back to this last change. South Brunswick consists of approximately 41 square miles.

Colonial settlement of Middlesex County and South Brunswick first developed along the trails and waterways used by the Lenape; many of the roads used today were originally Indian trails. The Assunpink Trail of the Lenape became the first road in New Jersey and the primary overland route between New York and Philadelphia, initially running between the Raritan River in New Brunswick and the Delaware River at Trenton. It has been called, at various times, the King's Highway, the Post Road, and the Upper Road, and is presently known as Lincoln Highway or Route 27. The Crosswicknung Trail became an

important road connecting Inion's Ferry in New Brunswick to George Rescarrick's tavern in Cranbury and to towns further south. This road was first known as The Road to George's and later simply as George's Road. Now it is called Old Georges Road and forms part of Route 130. From 1875 to 1900 it was a toll road, called the New Brunswick and Cranbury Turnpike. A third important road dating from this early 18th century colonial period ran from South Amboy to Cranbury and towns further south. It was called Lawrie's Road (after Gawen Lawrie, a 17th century Deputy Governor who resided in Perth Amboy) and later the Amboy Stage Road, and is now the Cranbury South River Road. These three thoroughfares were connected by present day Ridge Road, originally known as the road from Barefoot Brunson's in Kingston to the South River, which ran across the Township from Kingston to Lawries Road just below Rhodes Hall, intersecting Georges Road at Cross Roads.

The initial 18th century settlements in South Brunswick were located along these roads. Hamlets and towns developed around the locations of taverns. Taverns at Kingston, Rhode Hall and Cross Roads (now Dayton) served both the travelers of these first roads and also the early farms and scattered agricultural settlements of the Township.

The 18th century character of South Brunswick became that of a rural agricultural township with small clustered settlements located on major transportation routes. The early settlers quickly took advantage of the fertile soils and favorable growing conditions. Important crops were grains, potatoes, hay, apples and peaches. Saw and grist mills were located along waterways. At Deans, an agricultural settlement on Georges Road, a mill was built around 1800 on Lawrence Brook. An earlier mill was built in the 1730's farther downstream, later known as Davidsons Mill. A distillery was built at Fresh Ponds around 1780. Natural resources of forest, land and water were developed as the population increased.

The rural nature of the Township continued throughout the 18th century, with increases in commercial and residential growth and development coinciding with the introduction of new transportation routes. The Straight Turnpike, now Route 1, was constructed in 1804 by the Trenton and New Brunswick Turnpike Company. It was operated as a toll road until the turn of the century. Taverns were built along this road, as with the other major thoroughfares, but with no villages or hamlets to accompany them. The introduction of railroads caused significant changes, particularly after the Pennsylvania Railroad (running parallel to the Straight Turnpike) and the Jamesburg and Freehold Branch were completed in 1865, supplementing the earlier Camden and Amboy Railroad of 1838.

Establishment of Villages

Kingston

Kingston's location on the Lenape Assunpink Trail where it crossed the Millstone River was the prime factor in its early prominence. Kingston was by far the most active and important village, being situated on both the heavily traveled King's Road and the Millstone River, combining commercial activities of both mills and taverns. The Dutch used the trail as early as 1655 to go from New Netherlands to their settlements along the lower Delaware, and by 1698 it had become a King's Highway. Kingston was one of the overnight stops on the trip from New York to Philadelphia, and several inns were built to accommodate and provide services to the travelers. George Washington and the Governors of East Jersey were known to stop here on their travels. In 1778, Washington marched his troops through Kingston en route to the battle of Monmouth, and held council of war there. Other commercial enterprises developed here throughout the 18th and 19th centuries. The construction of the Straight Turnpike in 1804, designed to facilitate travel, bypassed Kingston and marked a gradual decline in the town's bustling activity, although the construction of the Delaware and Raritan Canal in 1834 and the Camden and Amboy Railroad in 1838 stimulated a renewal of commercial traffic and businesses. An extensive number of dwellings from these 18th and 19th century times still stand in Kingston, in good condition and retaining much of the ambiance of this earlier period.

Rhode Hall

The nucleus of Rhode Hall was a tavern established in about 1730 by a Scot settler named David Williamson on the turnpike to Amboy, "Lawries Road." Other families who settled here were also from Scotland. A store was latter added to the hamlet, and sometime between 1850 and 1876 a racecourse known as the Rhode Hall Driving Park was located nearby. Later proprietors of the tavern were Thomas McDowell in the 18th century, and the Smock family in the 19th century. Little remains of this settlement and its early activity.

Fresh Ponds

Fresh Ponds is located in the same general vicinity as Rhode Hall, at the intersection of Davidson Mill and Fresh Ponds Roads, to the north of Pigeon Swamp. The first distillery of the Township is reputed to have been established there in about 1780 by Samuel Combs. Later a store, school and church were built in the 18th century, and approximately a dozen houses were clustered there. The old church and school still stand, with an old cemetery in the churchyard. In the past, Fresh Ponds was called Woodside or Woodville. An early attempt to drain nearby Pigeon Swamp was begun in 1780 with the

construction of the Great Ditch. The ditch was maintained by the State until the 19th century. The name Pigeon Swamp is said to have come from an 18th century owner of the swamp area, Ann Pidgeon, daughter of East Jersey Governor Jerimiah Bass. The swamp was also a nesting place for numbers of passenger pigeons until their extinction early in the 20th century.

Dayton

Dayton was first known simply as The Cross Roads, where James Whitlock built a tavern on Georges Road, in around 1750. Another tavern was added later in the century by Thomas Wetherill. Early enterprises included a brick manufacturer and a large nursery. The crossroads nature of the village was enhanced with the construction of various railroad lines from 1833 to 1865, the last of which culminated in the extension of the Freehold and Jamesburg Agricultural Railroad to connect with the Penn Railroad, resulting in the construction of a depot south of the Five Corners intersection. In 1866, the name was changed from Cross Roads to Dayton, in honor of William L. Dayton, an attorney for the Freehold and Jamesburg Agricultural Railroad. Dayton had helped settle disputes arising from the location of a railroad right-of-way. He was later a U.S. Senator, Vice Presidential nominee, and Minister to France.

Although the population of Dayton had reached 300 by 1865 (the 1870 census reported a total population for South Brunswick as 3,779), the nature of its business establishments—farm implements, two hay dealers, a general store, a nursery and a harness maker—attests to its agricultural identity. Its manner of growth, spreading out from a crossroads, makes it typical of the hamlets of South Brunswick and, in general, of the southern part of Middlesex County.

Deans

Deans originated from its location on both the Crosswicknung Trail (Georges Road) and Lawrence Brook. Dams were built on the brook, creating Deans Pond, and mills were constructed for lumber and grain around 1810 by the Dean Family. Like Dayton, the hamlet slowly grew, serving the local agricultural area, spreading along the crossroads, and being influenced by the construction and location of the railroads and a depot on its western edge.

In 1852, a distillery was built, a hay press in 1873, and according to the New Jersey State Gazeteer of 1875, the population of Deans was 100, with two flour mills, two saw mills, three grocers, a blacksmith, a wagon maker, shoe maker, justice of the peace, and daily mail delivery.

Monmouth Junction

Monmouth Junction was created as the junction of three rail branches, the New York division of the Pennsylvania Railroad, the Rocky Hill and the Jamesburg and Freehold. Before this time, as one can see from the 1850 map, all that occupied this area was Longbridge Farm, dating back to the original owner Thomas Lawrence in the 18th century, and several other properties on Ridge Road, many of them belonging to Rowland families. The existing railway at that earlier time was the Rocky Hill branch of the old Camden and Amboy Railroad, located to the northwest, with a depot to the north serving Martinsville and Cross Roads. The present integrity of Monmouth Junction is due to its virtual creation as a railroad center in the 1860s and 1870s. It is more urbanized in its closer siting of the houses than the agricultural crossroads communities, such as Deans and Dayton. Washington's troops camped overnight at Longbridge Farm and troops travelled through Kingston to Longbridge to Crossroads to Cranbury and on to the battle of Monmouth. This is an area that is being considered as the Crossroads to the Revolution National Heritage Area

Twentieth Century

Twentieth century South Brunswick has seen extensive transformation with the impact of American industrial technology. The New Brunswick and Trenton Fast Line began operation in 1900, a trolley line running parallel to the Old Straight Turnpike of 1804 (Route 1), intersecting George's Road just to the north of the Five Corners intersection in Dayton. This trolley provided daily passenger and freight service, stopping at a local crossroads. In 1930 the line was closed, unable to compete with the automobile. This line is now a utilities right-of-way owned by Public Service Electric and Gas Company.

Other local railroad station stops were also phased out over time. With the automobile, hamlets and villages became more accessible to one another and to surrounding areas. The New Jersey Turnpike was opened in 1951, again roughly parallel to Route 1, on the eastern edge of the Township. One typical effect of the Turnpike was the transformation of the agricultural area in the southeast corner of South Brunswick to that of a burgeoning industrial development.

With increased mobility and a growing population, the suburban style residential development was born after the Second World War, as exemplified by the Kendall Park development begun in 1955. Kendall Park is located on the east side of Route 27, the old Indian trail and major thoroughfare of earlier centuries. Other residential developments have since been constructed, and like Kendall Park, have mostly followed the dispersed hamlet pattern. Commercial, residential and in-

dustrial growth have developed mostly along major thoroughfares and turnpikes, like the developments of earlier days. However, unlike earlier centuries, the growth of the past decades has been so extensive that it has significantly modified the rural and agricultural nature of the Township.

In 1980, the Township population approached 18,000. In 1990, this figure reached 25,792, and in 2000 the population figure was 37,734. With the increase in population have come increases in employment and industrial growth. Overall, the Township expects its enviable position in the Central Jersey/Middlesex County region to continue through planned and controlled development.

Benefits of Historic Preservation

In addition to providing a link with the past, historically significant resources have the potential to contribute significantly to local culture, education, economic development and quality of life. The aesthetic, cultural and social benefits of historic preservation are well documented. They include an enhanced visual environment, reinforcement of local character and creation of sense of place. The economic benefits of preservation, on the other hand, are not well-understood and are often overlooked. These benefits are identified in a 1997 study, *The Economic Impacts of Historic Preservation*, that the Rutgers University Center for Urban Policy Research prepared for the New Jersey Historic Trust. This study is the most detailed analysis of historic preservation in New Jersey ever prepared and it concludes that preservation activity has a broad range of economic benefits. These benefits include employment growth, income gains, property value increases and additional tax revenue. The major findings of the study, on a Statewide basis, are summarized as follows:

- In 1994, a total of \$123 million was spent on the rehabilitation of historic structures, properties and sites with more than two-thirds of all rehabilitation activity occurring in cities and older suburbs. Rehabilitation activity produced 4,607 new jobs, \$156 million in income, \$207 million in gross domestic product and \$65 million in tax revenue on an annual basis. New Jersey captured approximately half of these benefits.
- During the 1993-1995 period, an estimated 9.1 million visits to historic sites were made annually by tourists with day-trippers and over-night visitors spending \$432 million. Historic tourism generated approximately 15,530 jobs, \$383 million in income, \$559 million in gross domestic product and \$216 million in tax revenue on an annual basis. New Jersey captured approximately half of these benefits.
- In 1996, historic organizations and sites spent \$25 million for operations, staff, marketing and other expenditures. Historic organizations produced

1,438 jobs, \$33 million in income, \$43 million in gross domestic product and \$14 million in tax revenue. New Jersey captured approximately half of these benefits.

- Historic properties have a market value of \$6 billion and pay an annual \$120 million in property taxes. Designation as an historic site has been found to increase the market value of properties and associated tax revenue because of their unique design, often extensive rehabilitation and the premium that purchasers are willing to pay for such “one of a kind” properties.

The Township of South Brunswick has an opportunity to capture some of the economic benefits of historic preservation because of its historic resources, accessibility and location in central New Jersey. As a result, historic preservation is encouraged as a complement to the South Brunswick’s overall economic development program.

Historic Preservation Efforts in South Brunswick

Influenced by the rich history of South Brunswick and in order to preserve its rich historical heritage, an Historic Preservation Ordinance Advisory Task Force was created by resolution of the Township Council in April 1999. The Task Force was to work in conjunction with the Historic Preservation Ordinance Subcommittee of the Planning Board in researching and drafting the Historic Preservation Ordinance, with the purpose of presenting its recommendations and reporting its findings to the Planning Board and the Township Council.

In its December 1999 report, the Task Force recommended the following:

1. The Historic Preservation Ordinance should be developed to protect historic areas, historic sites and establish design standards for protecting historic buildings.
2. An Historic Preservation Commission should be established at a Certified Local Government (CLG) status.
3. The Task Force should be reappointed in order to complete the Historic Preservation Ordinance and the Cultural Resources Inventory, which was subsequently undertaken in 2001.

The Task Force was reappointed by the Township Council on January 3, 2000 with the purpose of implementing its recommendations. The Township also retained Hunter Research for the purpose of compiling a cultural resources inventory. The inventory would identify potential historic district, sites, landscapes, scenic corridors and archaeological sites within the Township and help determine which resources might be deserving of local protection under the Municipal Land Use Law.

Since then, a draft of the Historic Preservation Ordinance has been prepared by the Task Force. The Task Force recommends that the Planning Board and the Council approve and enact it during 2001 in order to further the Historic Preservation goals of the 1988 Master Plan and the 1994 Reexamination Report.

The Township has also pursued other avenues for the advancement of historic preservation. For example, the Task Force requested that the Township approach the National Park Service to request that South Brunswick be added to the scope of the study regarding "The Crossroads of the Revolution." This study is being undertaken for potential designation of a National Heritage Area. The Planning Board supported that concept and in July 2000 the Township Council made a formal request accordingly to the National Park Service.

Furthermore, the Township Council has appropriated funds for an historic inventory related to the Longbridge Farm. This study has relevance in terms of its historical significance and its relevance to infrastructure, land use planning, traffic and other considerations including the MOM line.

Another action by the State in support of historic preservation in the Township occurred when the State Historic Preservation Officer officially signed the Kings Highway (Routes 27 and 206) onto the New Jersey State Register of Historic Places. In South Brunswick Township, the section of Route 27 so designated runs south from Raymond Road to the border with Princeton Township. The State designation has implications for the pedestrian and bicycle planning grant, historic preservation activities in both South Brunswick and Franklin Township, the Mapleton Road issue in South Brunswick and the Army Corps of Engineers EIS Study for Route 92.

Historically Significant Districts and Places

The Township's collection of architecture of the 18th and 19th centuries is one of the most valuable historic assets of the community, as reported by both a 1978 County survey and the 1984 South Brunswick survey. The State and/or National Registers of Historic Places already list eight sites/places in South Brunswick. The 2001 Cultural Resource Inventory (conducted in accordance with the New Jersey Historic Preservation Office's Guidelines for Historic and Architectural Surveys in New Jersey) as prepared by Hunter Research, recommends that an additional 57 sites and seven districts are historically significant.

New Jersey and National Registers of Historic Places

The following properties are listed on either the New Jersey Register of Historic Places (SR), the National Register of Historic Places (NR) and/or have received an opinion of eligibility from the State Historic Preservation Officer (SHPO Opinion) and are indicated on Map IX-1.

1. Delaware and Raritan Canal
SR: 11/30/72
NR: 05/11/73
2. Gulick House/Red Maple Farm
Raymond Road, between U.S. Highway 1 and State Route 27
SR: 03/29/79
NR: 07/03/79
3. Kingston Mill Historic District
Millstone River bridge at Kingston, and adjacent portion of the river
SR: 03/05/86
NR: 04/10/86
4. Kingston Village Historic District
Route 27, Heathcote Brook Road, Academy Street, etc.
SHPO Opinion: 12/20/88
SR: 11/20/89
NR: 01/11/90
5. Lake Carnegie Historic District
SR: 01/22/90
NR: 06/28/90
6. Monmouth Junction Historic District
SHPO Opinion: 03/12/80
7. Withington Estate (Heathcote Farm)
Spruce Lane
SR: 08/16/84
NR: 09/27/84
8. Widow Wood's Tavern Site (28-Mi-164)
SHPO Opinion: 04/26/94
9. Camden & Amboy Railroad Mainline and Branchline Historic District
SHPO opinion: 7/21/87
10. Princeton Nurseries Historic District
SHPO opinion: 12/20/88
11. Kings Highway Historic District
SR: 2001
NRHP: 2001

Inventory of Significant Historic Resources

As stated previously, in 2001 the Task Force organized the compilation of the Cultural Resources Inventory. The inventory recommends 11 historic districts and 60 historic places as being historically significant. A summary of the draft inventory is included below. (See Map XI-1 for the locations of the recommended historic districts and places.)

Significant Historic Districts

The South Brunswick 2001 draft inventory of historically significant places includes 11 historic districts. Some of the districts are already established

as historically significant in the State and/or National Registers of Historic Places. All recommended significant historic districts in the Township, however, are included in the following list and shown on the detail maps XI-2 to XI-5.

1. Dayton Historic District
2. Monmouth Junction Historic District
3. Kingston Village Historic District
4. Kingston Mill Historic District
5. Princeton Nurseries Historic District
6. Delaware and Raritan Canal Historic District
7. Lake Carnegie Historic District
8. King's Highway Historic District
9. Jamesburg-Freehold Railroad Historic District
10. Camden and Amboy Railroad Mainline and Branchline Historic District
11. Fresh Ponds Historic District

The Village of Kingston, as a result of a Township petition, received “center” designation in 2001 in the State Plan.

Significant Historic Resources

The South Brunswick 2001 draft inventory of historically significant resources includes 60 historic resources. Some are already established as historically significant in the State and/or National Registers of Historic Places. All recommended significant historic resources in the Township, however, are included in Table XI-1 and indicated on Map XI-1.

Certified Local Government Status

The Township of South Brunswick, like every other municipality in New Jersey, may participate in the State's Certified Local Government Program. The Certified Local Government Program is intended to promote historic preservation on the municipal level with an emphasis on local government control and oversight. In order to achieve this, the Program provides qualified municipalities with financial and technical assistance for historic preservation efforts.

Municipalities such as South Brunswick must meet certain requirements to be eligible for the State Certified Local Government Program. At a minimum, municipalities must adopt an historic preservation ordinance to identify and protect historic resources within the community. As stated previously, the South Brunswick Historic Preservation Ordinance Advisory Task Force submitted a draft of the Historic Preservation Ordinance, with a recommendation to the Planning Board and the Council to approve and enact it during 2001. As of September 2001, it is still pending subject to the adoption of the new Master Plan and Historic Preservation Element.

Once a municipality is designated a Certified Local Government, it is eligible to apply for 60/40 matching grants for a broad range of historic preservation initiatives. These include the preparation of Historic Preservation Plans, Historic Structures Reports, Historic Resource Surveys, Design Guidelines and Historic Preservation educational outreach. At present, more than \$60,000 in grant funding is available from the State Historic Preservation Office each year. Technical assistance, such as ordinance review and staff training, is also available from the State Historic Preservation Office.

Recommendations

An in-depth evaluation should be conducted of the recommended historically significant districts and resources to ascertain whether any warrant a petition to be placed to the State or National Registers. Measures to protect these significant historic resources should be included as part of the zoning and planning process. In order to implement these recommendations, an Historic Preservation Commission should be established. Specifically, an Historic Preservation Ordinance should be adopted. The Ordinance would regulate the management of specific sites and historic districts, which should be established based on the cultural resource survey recommendations. It is recommended that the Historic Preservation Ordinance be completed in accordance with requirements for the State Certified Local Government Program.

The Township should also petition the State Planning Commission for village or hamlet designation since the boundaries for the villages or hamlets have been established.

Table XI-I
Significant Historic Resources
Township of South Brunswick

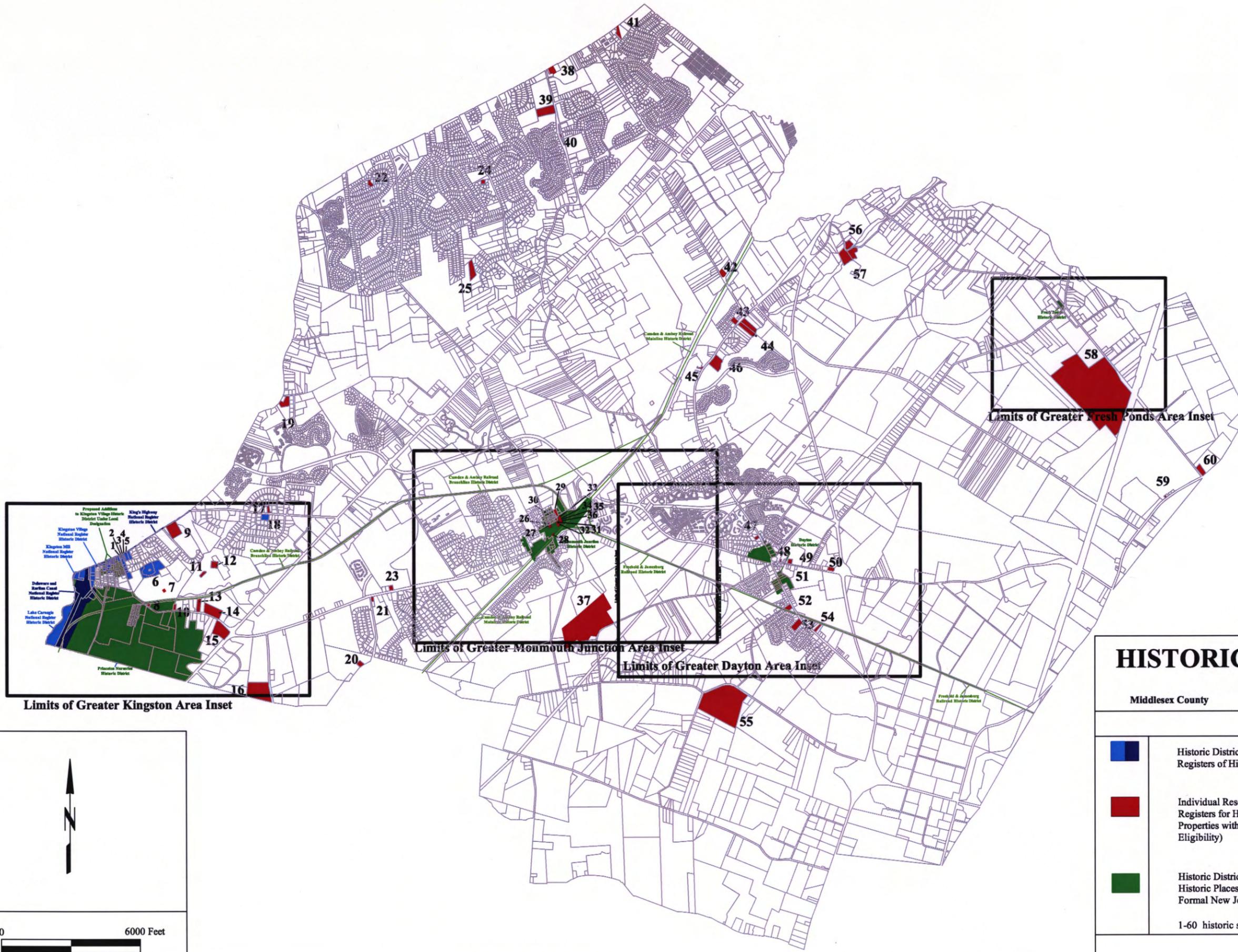
ID Number	Resource Name	Block	Lot	Resource Type	Status	Applicable National Register Criteria
1	D. Misener House	97	4	Late-18 th century vernacular residence with a commercial component. This resource may include an associated archaeological component.	Proposed for Local Individual Designation included within the Kingston Village National Register Historic District	A, C
2	J. Shann House	97	5	Mid-18 th / early-19 th century residential building associated with a late-19 th century local wheelwright and undertaker. This resource may include an associated archaeological component.	Proposed for Local Individual Designation included within the Kingston Village National Register Historic District	A, C
3	Allen Colby House	97	6	Vernacular Georgian-style, late-18 th century residential, associated with Allen Colby, the prominent 19 th century local developer and founder of the Kingston Academy. This resource may include an associated archaeological component.	Proposed for Local Individual Designation included within the Kingston Village National Register Historic District	A, C
4	D.C. Johnson House	97	7	Late-18 th / early-19 th century vernacular Federal-style building, sharing a party wall with the neighboring Allen Colby house. This resource may include an associated archaeological component.	Proposed for Local Individual Designation included within the Kingston Village National Register Historic District	A, C
5	W.A. Pierce House	97	8	Early-19 th century vernacular 2/3 Georgian-style building. This building may contain an earlier 18 th century structure that served as the Withington family homestead. This resource may include an associated archaeological component.	Proposed for Local Individual Designation included within the Kingston Village National Register Historic District	C

6	Withington Estate/ Heathcote Farm	97	10.16	Well-preserved, high-style mid-19 th century Neoclassical residence. This resource may include an associated archaeological component.	National Register and State Listed/Proposed for Local Designation	C
7	Heathcote Brook Bridge	97	10.07	Mid-19 th century bridge reconstructed in 1937. Formerly carried Ridge Road over Heathcote Brook, now located in the Cook Natural Preserve.	Proposed for Local Designation	
8	I.C. Withington House	98	10.03	Mid-19 th century vernacular cottage formerly associated with the extensive land holdings of the locally significant Withington family. This resource may include an associated archaeological component.	Proposed for Local Designation	C
9	Robert Bayles House/ Bayles Homestead	97	11.01	Late-18 th / early-19 th century full-Georgian plan residence with associated outbuildings. This resource may include an associated archaeological component.	NJHPO Opinion of National Register Eligibility/Proposed for Local Designation	A, C
10	Skillman Cottage	98	9.01	Late-18 th or early-19 th century house constructed in three distinct phases, concluding in the late-19 th century. This resource may include an associated archaeological component.	Proposed for Local Designation	A, C
11	Golden Farm/ Abraham Applegate House	97	18.02	This vernacular residence is a characteristic example of an early-19 th century rural New Jersey farmstead. This resource may include an associated archaeological component.	NJHPO Opinion of National Register Eligibility/Proposed for Local Designation	A, C
12	Applegate Farm/ Isaac Clark House	97	16.03	Isolate late-18 th century farmhouse with several phases of later additions. This resource may include an associated archaeological component.	Proposed for Local Designation	A, C
13	Peter Schenk House/Parker House	98	5.01	A surviving example of the traditional I-house form, typical of mid-19 th century New Jersey vernacular architecture. This resource may include an associated archaeological component.	NJHPO Opinion of National Register Eligibility/Proposed for Local Designation	C
14	James Lake House/Old John Lake House	98	4.01	Late-18 th / early-19 th century vernacular residential building, possibly the first homestead of the locally significant Lake family. This resource may include an associated archaeological component.	NJHPO Opinion of National Register Eligibility/Proposed for Local Designation	A, C
15	J.J. Lake House	99	11.16	A locally significant example of vernacular Greek Revival residential architecture.	NJHPO Opinion of National Register Eligibility/Proposed for Local Designation	C
16	Majors-Mount House	80	5	Well-preserved 19 th century vernacular residence with Italianate and Gothic-revival influences.	NJHPO Opinion of National Register Eligibility/Proposed for Local Designation	C
17	W.G. Bayles House	96.03	18	Mid-19 th century Italianate-style residence historically associated with the locally significant Bayles family.	Proposed for Local Designation	C

18	Red Maple Farm	97.04	42	Farm complex is associated with the early agricultural development of South Brunswick Township. This resource may include an associated archaeological component.	National Register and State Listed/Proposed for Local Designation	A, C
19	C. Reading House	96	79.22	Mid-19 th century residence with Greek Revival detailing.	Proposed for Local Designation	C
20	Crespo House	79	6.04	Mid-19 th century Italianate-style farmhouse.	Proposed for Local Designation	
21	Old Ridge School	53	4	Locally significant schoolhouse with Spanish Colonial-Revival detailing.	Proposed for Local Designation	C
22	Cortelyou House	346	32.06	Large, mid-19 th century Italianate-style farmhouse constructed by the Cortelyou family, one of South Brunswick Township's founding Dutch families.	Proposed for Local Designation	C
23	Culver House	81	5.01	Mid-19 th century vernacular farmhouse with Italianate detailing.	Proposed for Local Designation	C
24	Beekman House/ Beck House	303	32	Late-18 th century farmhouse, detailed as an Italianate-style residence during the mid-19 th century. This resource may include an associated archaeological component.	Proposed for Local Designation	C
25	M. Smith House	95	34	Mid-late-19 th century vernacular farmhouse.	No previous designation.	C
26	Honeymoon Cottage	75	6.02, 7, 8	Colonial Revival residence constructed in the early-20 th century associated with the Rowland family.	Proposed for Local Designation	C
27	Miller Memorial Church	55	17.01, 18.01	Late-19 th century ecclesiastical building with Shingle-style detailing.	Proposed for Local Designation	C
28	Old Santowasso Tavern and Store	55	10	Early-20 th century tavern associated with Monmouth Junction's period of railroad significance.	Proposed for Local Designation	C
29	S. Rowland/Mershon House and barn	77	3.02	This altered 18 th century residence and the associated barn may represent the historic core of Longbridge Farm and the original homestead of the Rowland family, early settlers of this area. This resource may include an associated archaeological component.	Proposed for Local Designation	A, C
30	Stout House and Carriage House	75	1	A well-preserved, late-19 th century Queen Anne-style residence and its associated carriage house.	Proposed for Local Designation	C
31	William L. Rowland House	56	1, 2	Late-19 th century vernacular residence featuring Queen Anne and Gothic Revival-style detailing.	Proposed for Local Designation	C
32	Jacob Grundyke House	56	3, 4	Late-19 th century vernacular residence featuring Italianate and Gothic Revival-style detailing	Proposed for Local Designation	C
33	Stout Barn	57	6	Mid-19 th century storage facility associated with 19 th and 20 th century commercial activities and the Camden & Amboy Railroad.	Proposed for Local Designation	A, C

34	Peter Emmons House	57	5	Late-19 th century vernacular cottage with Gothic Revival detailing.	Proposed for Local Designation	C
35	Bud Emens House	57	4.01	Early-20 th century bungalow with Shingle-style detailing.	Proposed for Local Designation	C
36	William Emens House	57	2.01, 3.01	Early-20 th century vernacular residence with Queen Anne detailing.	Proposed for Local Designation	C
37	F. Culver House	40	11.29	Mid-19 th century Italianate-style residence historically associated with one of the founding families of South Brunswick.	Proposed for Local Designation	C
38	Gold Westing House	93.09	42.02	Well-preserved, mid-19 th century farmhouse with an earlier 18 th century rear wing.	Proposed for Local Designation	C
39	Beekman House	94.02	36	Mid-19 th century farmhouse associated with the Beekman family.	Proposed for Local Designation	C
40	Beekman Road Cemetery	94.02	34	An intact mid-19 th century rural cemetery. This resource includes an associated archaeological component.	Proposed for Local Designation	C
41	Woods Tavern	92	5.02	Mid-18 th century tavern that also served as a boarding house for visiting Dutch Missionaries associated with the Reformed Church on the opposite side of the road. This resource includes an associated archaeological component.	Proposed for Local Designation	A, C
42	Morrell House	90	61	Late-18 th /early-19 th century residence with Federal-style influences. This resource may include an associated archaeological component.	Proposed for Local Designation	A, C
43	Martin-Oberman Estate	87.01	1.06	Vernacular late-18 th century building with late-19 th century additions. Associated with John Martin, a prominent local entrepreneur who was instrumental in developing Deans as a center of commerce in South Brunswick. This resource may include an associated archaeological component.	Proposed for Local Designation	A, C
44	Deans Elementary School	30	16.03, 17	Classical-Revival public school dating to the second quarter of the 20 th century.	Proposed for Local Designation	C
45	A. Dean House, "Innisfree"	87	6.01	A well-preserved mid-19 th century Italianate residence historically associated with the Dean family, after which the hamlet of Deans is named.	Proposed for Local Designation	A, C
46	Rightmire House	30	15	A mid-19 th century vernacular residence with a later Italianate-style addition. Associated with the Rightmire family, locally prominent in agriculture and commerce.	Proposed for Local Designation	C
47	Applegate House	34	26.01	Late-19 th century Italianate-style residence associated with the locally significant Applegate family.	Proposed for Local Designation	C
48	Kulthau-Conover House	31	2.011	Mid-19 th century vernacular residence with Italianate influences.	Proposed for Local Designation	C
49	Dr. Headley's House	31	35.081	Mid-19 th century vernacular residence with Italianate influences.	Proposed for Local Designation	C

50	McDowell House	18.02	38	Mid-19 th century Italianate-style residence associated with the locally historically significant McDowell family.	Proposed for Local Designation	C
51	Dayton School	15	32	Classical-Revival public school dating to the second quarter of the 20 th century.	Proposed for Local Designation	C
52	Haypress Site	16	1	19 th century two-story Haypress structure adjoining the Freehold and Jamesburg Railroad.	Proposed for Local Designation	C
53	Wetherill-Mount House/ Wetherill Plantation	11.02	34	Well-preserved late-18 th century vernacular Georgian-style residence historically associated with Colonel John Wetherill, a significant figure within colonial New Jersey. This resource may include an associated archaeological component.	Proposed for Local Designation	A, C
54	Arunah Hubbard House	12	4.03	Well-preserved, mid-18 th century farmhouse with Italianate-style detailing. This resource may include an associated archaeological component.	Proposed for Local Designation	A, C
55	John W. Lott House/ R. Applegate Farmhouse	6	1	A vernacular, early-19 th century farmhouse.	NJHPO Opinion of National Register Eligibility/Proposed for Local Designation	C
56	Davidson House	28	2.02	A well-preserved Greek Revival residence dating to the mid-19 th century, and associated with the hamlet of Davidsons Mill.	Proposed for Local Designation	C
57	Davidsons Mill Pond Dam	29.01	9.02, 10	19 th century mill pond dam and remnants of the associated mill. This resource may include a significant archaeological component.	Proposed for Local Designation	C
58	H. Van Dyke Farm	21	4.01	Vernacular homestead featuring Greek Revival and Italianate detailing. One of two remaining Van Dyke homesteads in South Brunswick township.	Proposed for Local Designation	C
59	Rhode Hall Tavern	21.01	9	Early-18 th century frame tavern building, the last remnant of the lost village of Rhode Hall, and associated with the McDowell family. This resource may include an associated archaeological component.	Proposed for Local Designation	A, C
60	Gibbs House	22.01	6.02	Vernacular late-19 th century residence featuring elements of the Italianate style.	Proposed for Local Designation	C



HISTORIC PLAN ELEMENT MAP

South Brunswick Township

Middlesex County

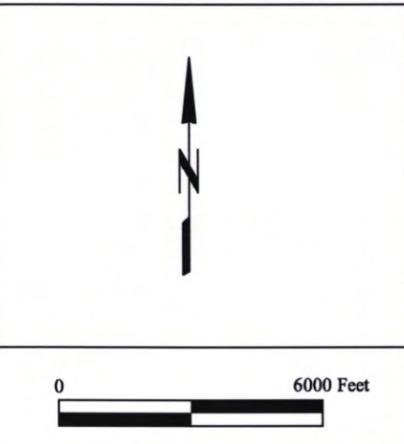
New Jersey

MAP XI-1

- Historic Districts and Individual Properties Listed on the National and New Jersey Registers of Historic Places and Properties for Local Designation
- Individual Resources Eligible for Listing on the National and New Jersey Registers for Historic Places and Proposed for Local Designation (Includes Properties with Formal New Jersey Historic Preservation Office Opinion of Eligibility)
- Historic Districts Eligible for Listing on the National and New Jersey Registers of Historic Places and Proposed for Local Designation (Includes Historic Districts with Formal New Jersey Historic Preservation Office Opinion of Eligibility)

1-60 historic sites are referenced in the text

Source: Hunter Research



**Proposed Additions
to Kingston Village Historic
District Under Local
Designation**

**King's Highway
National Register
Historic District**

**Kingston Village
National Register
Historic District**

**Kingston Mill
National Register
Historic District**

**Delaware and
Raritan Canal
National Register
Historic District**

**Lake Carnegie
National Register
Historic District**

**Princeton Nurseries
Historic District**

**Camden & Amboy Railroad
Branchline Historic District**

1 2 3 4 5

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17

18

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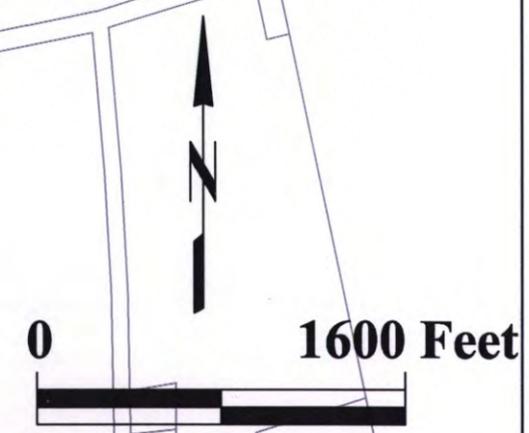
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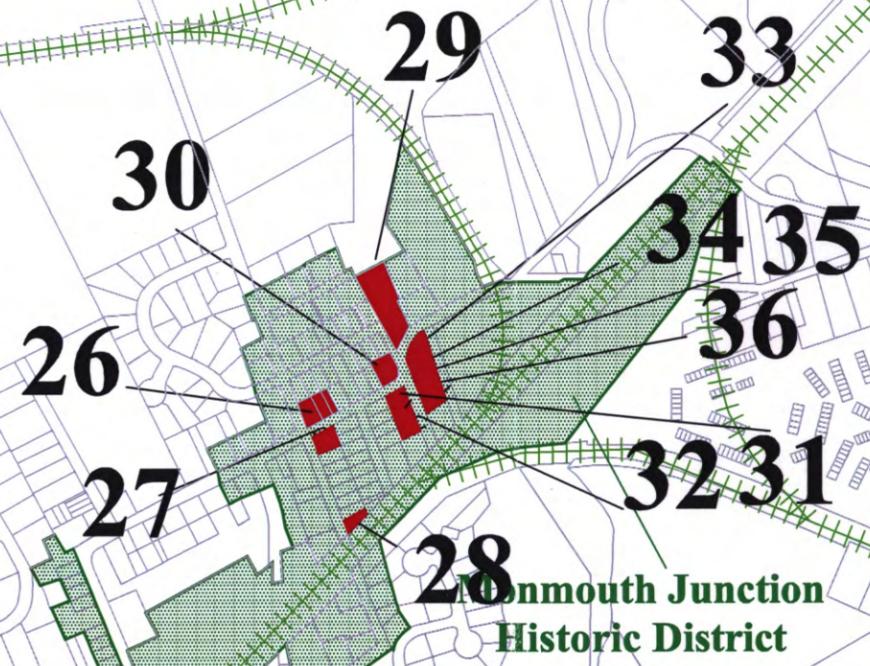
16

A

Greater Kingston Area



Camden & Amboy Railroad
Branchline Historic District

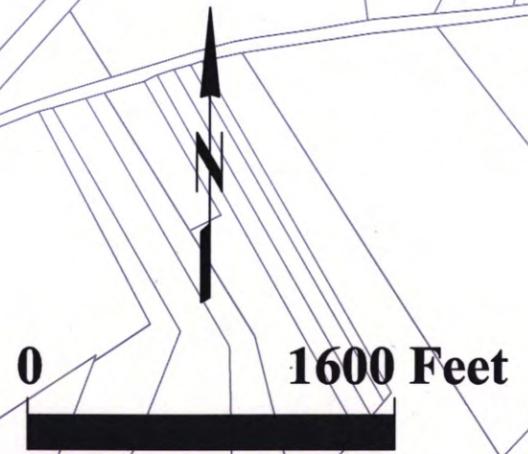


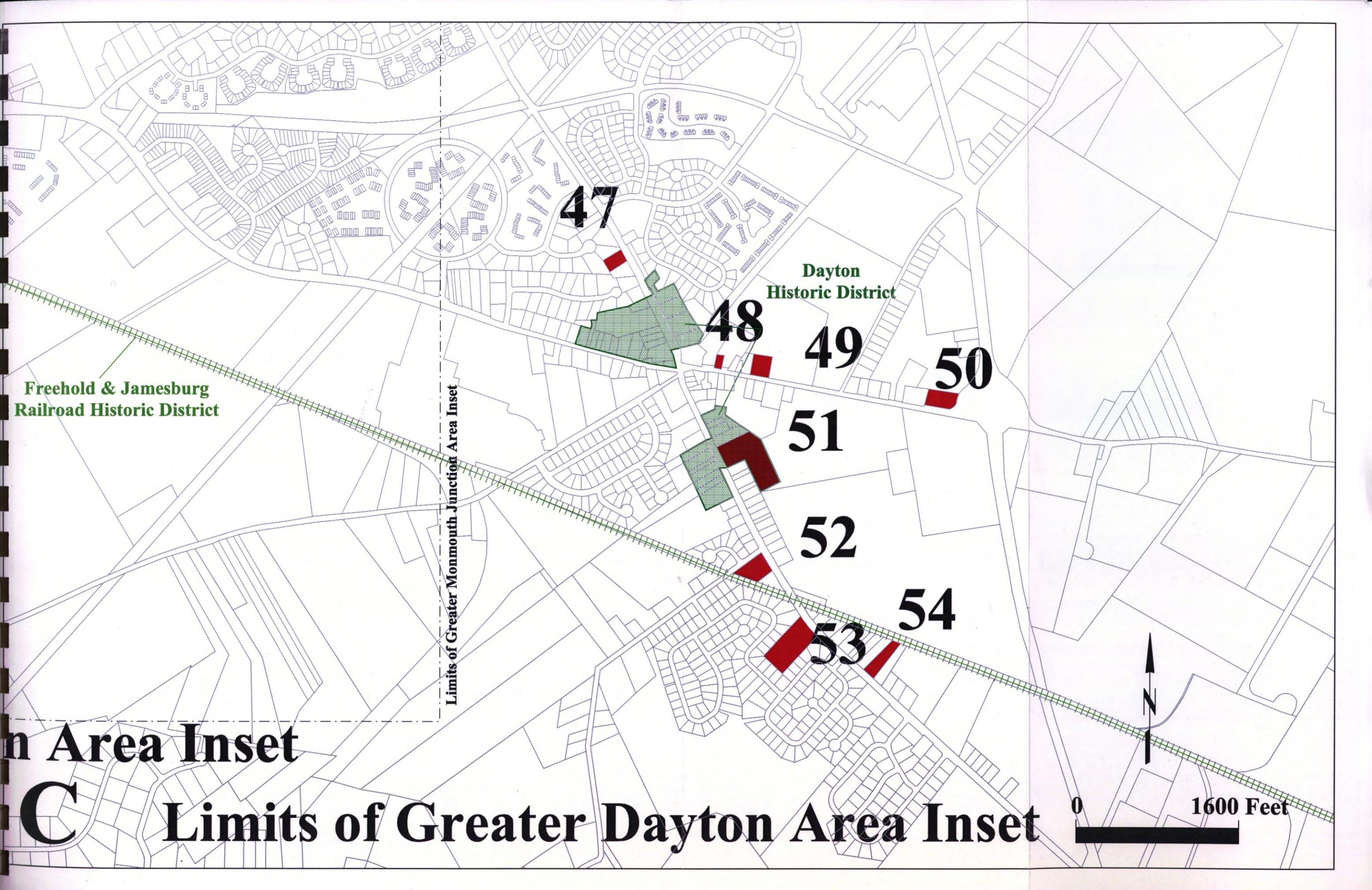
Freehold & Jamesburg
Railroad Historic District

Camden & Amboy Railroad
Mainline Historic District

Limits of Greater Dayton Area Inset

Greater Monmouth Junction Area B





47

Dayton
Historic District

48

49

50

Freehold & Jamesburg
Railroad Historic District

Limits of Greater Monmouth Junction Area Inset

51

52

54

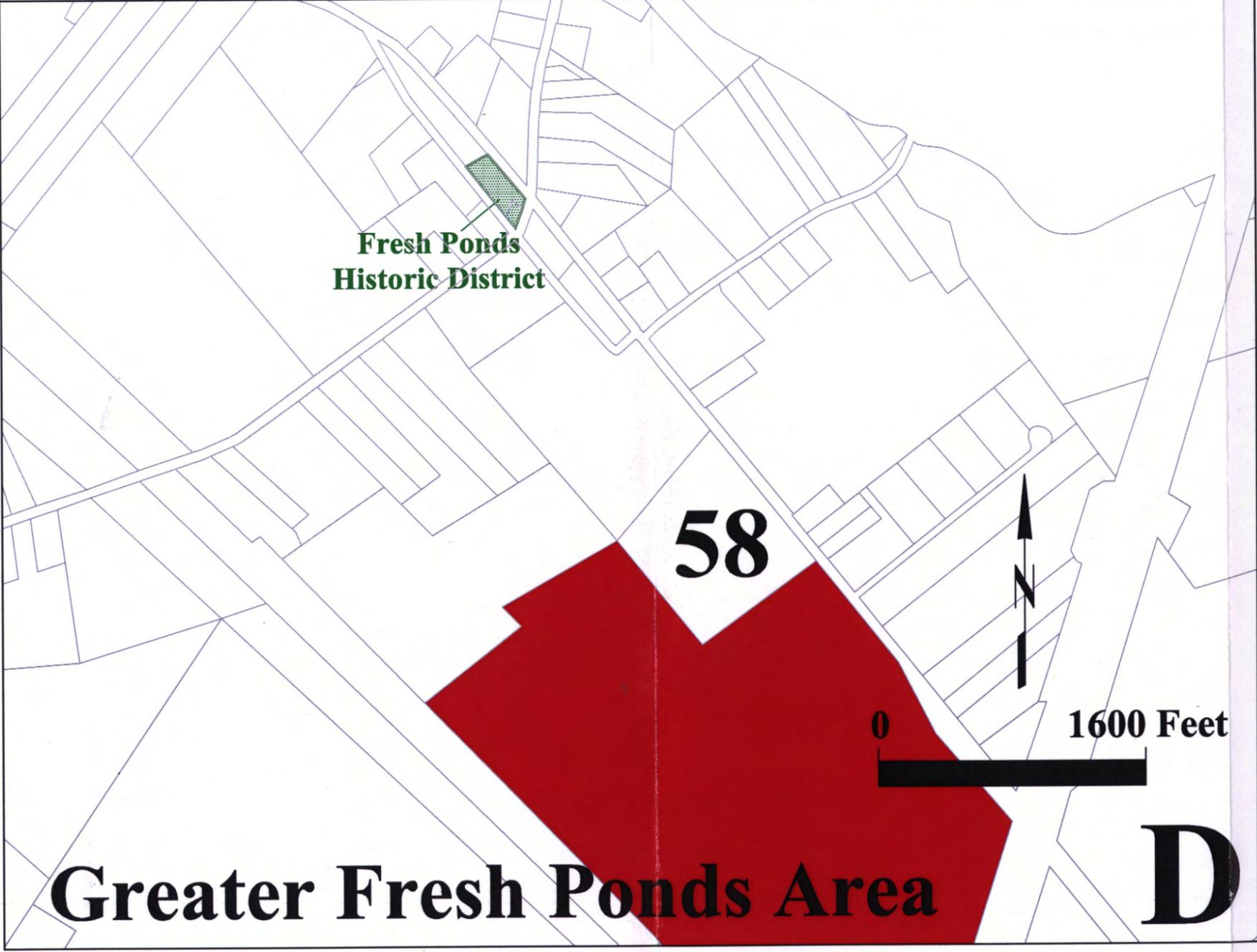
53

n Area Inset

C Limits of Greater Dayton Area Inset



0 1600 Feet



**Fresh Ponds
Historic District**

58



0 1600 Feet

Greater Fresh Ponds Area

D

Recycling Plan Element

The New Jersey statewide mandatory Source Separation and Recycling Act, which was adopted in 1987, and the Municipal Land Use Act require that the municipal Master Plans include a Recycling Plan Element. In addition, specific tasks are delegated to both counties and municipalities in order to achieve the State Recycling Plan goals.

As part of this process, municipalities are required to develop regulations which specify standards for site plans and subdivisions in order to assure conformity with the Municipal Recycling Ordinance. The Township of South Brunswick has established the following recycling plan as part of its municipal program.

1. On July 16, 1987, a Recycling Ordinance was adopted which states that all generators of solid waste within the municipality shall source separate from all other solid waste the designated recyclable materials.
2. The Ordinance sets forth in detail the type of material to be recycled.
3. The Township only provides collection for the residential sector. Commercial businesses contract privately for this service.
4. Historically, the American Legion collected paper at the curb. In 1983 the recycling center was constructed and in 1984 the Township began a mobile recycling unit to make recycling more convenient for the residents.

Year	Recycled Material Collected (tons)	Percentage of Recycled Material Collected to Total Solid Waste Collected
1996	4,317.05	23.99
1997	4,784.57	25.44
1998	4,792.63	25.26
1999	6,493.87	29.71
2000	5,507.93	25.09

Source: Recycling Coordinator for the Township of South Brunswick

After recycling became mandatory in 1987, the Township contracted with Midco Waste for curbside service. Since, the Township has contracted with Waste Management based in Trenton for recycling pickup. The five year contract expires December 31, 2003. Over the last five years, ap-

proximately 25 percent of total waste per year has been recycled as shown in Table XII-1.

Recommendations for Recycling Provisions with Subdivision & Site Plan Regulations

The Recycling Ordinance provides regulations for recycling facilities and design standards for single-family, two-family, multifamily and townhouse dwellings. The Ordinance also states that all non-residential developments shall submit a recycling plan with a description of the type of business occupying the building and a list of recyclable materials expected to be generated.

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

1. Each application for residential development of six or more units of multi-family housing must include provisions for the collection, disposition and recycling of recyclable materials. A single-family unit or units within a two-family dwelling should provide at least 12 square feet of floor area conveniently arranged and located as a holding area for a four week accumulation of materials. Such an area may be within a hidden laundry room, basement or garage.
2. Each application for a non-residential use must include provisions for the collection, disposition and recycling of recyclable materials. Each application shall quantify the amount of recyclable material it will generate as part of its weekly generation including newspapers, white high-grade paper, glass, aluminum, cardboard, tin and bi-metal cans and other materials as required by law. The application shall provide a storage area sized to contain a one week accumulation of recyclable material. The storage area shall be designed for truck access for pick up materials and be suitably screened from view if located outside a building.

Solid Waste

Solid waste is collected in the Township by the private firm, Waste Management. The solid waste is taken to the Middlesex County Landfill in the Township of East Brunswick. The contract for solid waste disposal with the Middlesex County Utilities Authority is for \$48 per ton and expires on December 31, 2003. No problems are envisioned during the short term period, although, New Jersey as a whole may need alternate methods of solid waste disposal once landfills begin to close.

Future of Recycling and Solid Waste Management

In order to reach the goal of recycling at least 60 percent of the current year's solid waste, the Recycling Coordinator of the Township plans to continue the implementation of the South Brunswick Recycling Ordinance requiring the source separation and collection of recycling materials. Other objectives include:

- Providing site plans and subdivision review procedures that require the collection, disposition and recycling of recyclable materials within any development proposal for the construction of 50 or more units of single family housing, 25 or more units of multifamily housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land;
- Continuing to provide residential solid waste and recycling pick up on a weekly basis.
- Continuing to operate the Township's recycling center for residential and business use;
- Continuing to provide collection of recyclables from Township Public buildings;
- Continuing to provide education about recycling, source reduction and buying recycled materials to residents, schools and businesses; and
- Expanding and improving the procedures and requirements of the Township Recycling Program, including the materials to be recycled, whenever said expansion or improvement is consistent with the Statewide Recycling Act, Middlesex County Solid Waste Management Plan and the findings of the DEP.
- For the time period of this Master Plan, the East Brunswick landfill will continue to be the depository for solid waste.

Farmland Preservation Element

Township Agricultural Area

There are two primary agricultural areas in South Brunswick. The southern area is located west of Rt. 130 and is bounded by Conrail on the north and west and Dey Road on the south. Major sections south of Friendship Road consist of pristine woodland and open farmland.

The northeastern area is located between Rt. 130 and the New Jersey Turnpike and extends southerly from the North Brunswick Township boundary to the industrial zone north of Jamesburg Road. Large sections of this area are already preserved through Pigeon Swamp, (a State park), a large cemetery and several smaller parks in the north along Davidson Mill Pond east of Rt. 130 and south of Lawrence Brook. A section of this farmland is also located east of the Turnpike along the southern boundary with East Brunswick and extends easterly to the East Brunswick Boundary.

Both areas are zoned R-R Rural Residential which requires a lot area of 1 to 3 acres, the lowest residential density in the Township. The zoning is designed to encourage the preservation of the farmland. (See Farmland Preservation Map). The agricultural areas are also indicated on the State Development and Redevelopment Plan as PA-5 environmentally critical areas due to the presence of extensive wetlands.

Preservation of the Township's farmland has the full support of the Governing Body and the Planning Board and is one of the objectives of this Master Plan. In order to implement this objective the Township, in addition to the low density R-R zone, is participating in the Middlesex County Farmland Preservation Program. This program is administered by the Middlesex County Agricultural Development Board (CADB) which was created by resolution of the Middlesex County Board of Chosen Freeholders in September of 1985. The primary purpose of the CADB is to encourage the preservation of the County's remaining farmland. This goal is implemented through the State's Farmland Preservation Program. Under this program, authorized under the New Jersey Agriculture Retention and Development Act of 1983, the State, county and local government work together to offer benefits or compensation in return for a landowner's agreement to accept agricultural deed restrictions prohibiting non-farm development.

Preservation Program

The Farmland Preservation Program provides four preservation options to owners of agricultural land. The most popular of the four options is the Easement Purchase Program. Under this program a landowner voluntarily agrees to sell the development rights. A permanent deed restriction is placed on the property, which ensures that the property will only be used for agricultural purposes. Property owners of land that is permanently deed restricted continue to pay

farmland assessed property taxes.

The Eight Year Municipality Approved Farmland Preservation Program (MAFPP) and the Eight Year Farmland Preservation Programs are the second and third programs. Property owners accepted into these programs are required to keep their farms in active agriculture for eight years. In return, they may apply for farm management benefits, such as a 50 percent cost sharing on conservation projects approved by the New Jersey Soil Conservation Committee. The land owner may reapply to the program after the initial eight years has expired. Both of these programs provide the property owner with greater protection from eminent domain taking as well as additional "right to farm" protection in situations involving conflicts between farmland and adjacent conflicting land uses. The fundamental difference between these two programs is that the MAFPP requires a municipal ordinance endorsing the landowner's enrollment in the program.

The fourth program is the Fee Simple Purchase, in which the farm is sold outright to the State. The State then places permanent deed restrictions on the property to prevent future non-agricultural development. The property is then resold. This is the least frequently used option within the State's Farmland Preservation Program.

The State makes the final decision on funding for farmland preservation. Several factors are used by the State when ranking farms for funding priority. These include, but are not limited to, soil type, tillable acreage, buffers and boundaries, size of the site, local commitment and adjoining land uses and the owner price of the farmland.

County Program Status

Currently, 21 farms for a total of 2,451 acres of farmland in Middlesex County are permanently preserved within the Farmland Preservation Program while an additional 7 farms or 448 acres are pending final approval. The majority of this land is in Plainsboro and Cranbury Township, however, South Brunswick and Monroe Township also contain preserved farmland. The County is considering an additional 590 acres consisting of 12 farms that have received preliminary approval and could be purchased in 2001 or 2002.

Agricultural Development Area

In order to preserve this farming area the Township has also established an Agricultural Development Area (ADA). The ADA was certified by the Middlesex County Agricultural Development Board and consists of several large areas in the southern and northern rural area of the Township. The ADA is delineated on the Farmland Preservation Map, Map XIII-1.

The establishment of the ADA permits a farm owner to apply directly to the MCADA for participation in the Farmland Preservation Program. If a farm is outside the designated ADA area that does not preclude the applicant from applying for the Farmland Preservation Program. However, a ADA would have to be established for that particular farm. The ADA also signifies the Township's commitment to the preservation of the remaining farmland in that it represents a clear policy statement of the future planning for this area namely the preservation of the rural qualities of South Brunswick Township especially in the R-R zoning district.

Status of South Brunswick Farmland Preservation Program

Presently, two farms are preserved in the Township. Both farms are located on the north side of Dey Road in the R-R zone and within the Agricultural Development Area (ADA). The two farms are:

Preserved Farms

E&J Barclay	69.21 acres
G&D Dey	<u>197.78 acres</u>
	266.99 acres

In addition, the following farms are pending preliminary approval.

Preliminary Approval

Robert C. Von Thun	Ridge Road	Block 40, Lot 7 Block 41, Lot 14.011	72 acres
Seven Kay Associates	Dey Road	Block 1, Lot 16.01	53 acres
Susan & Gary Ippoliti (Farrington Farms, Inc.)	Davidson Mill Rd.	Block 28, Lots 8, 7.04	<u>10 acres</u>

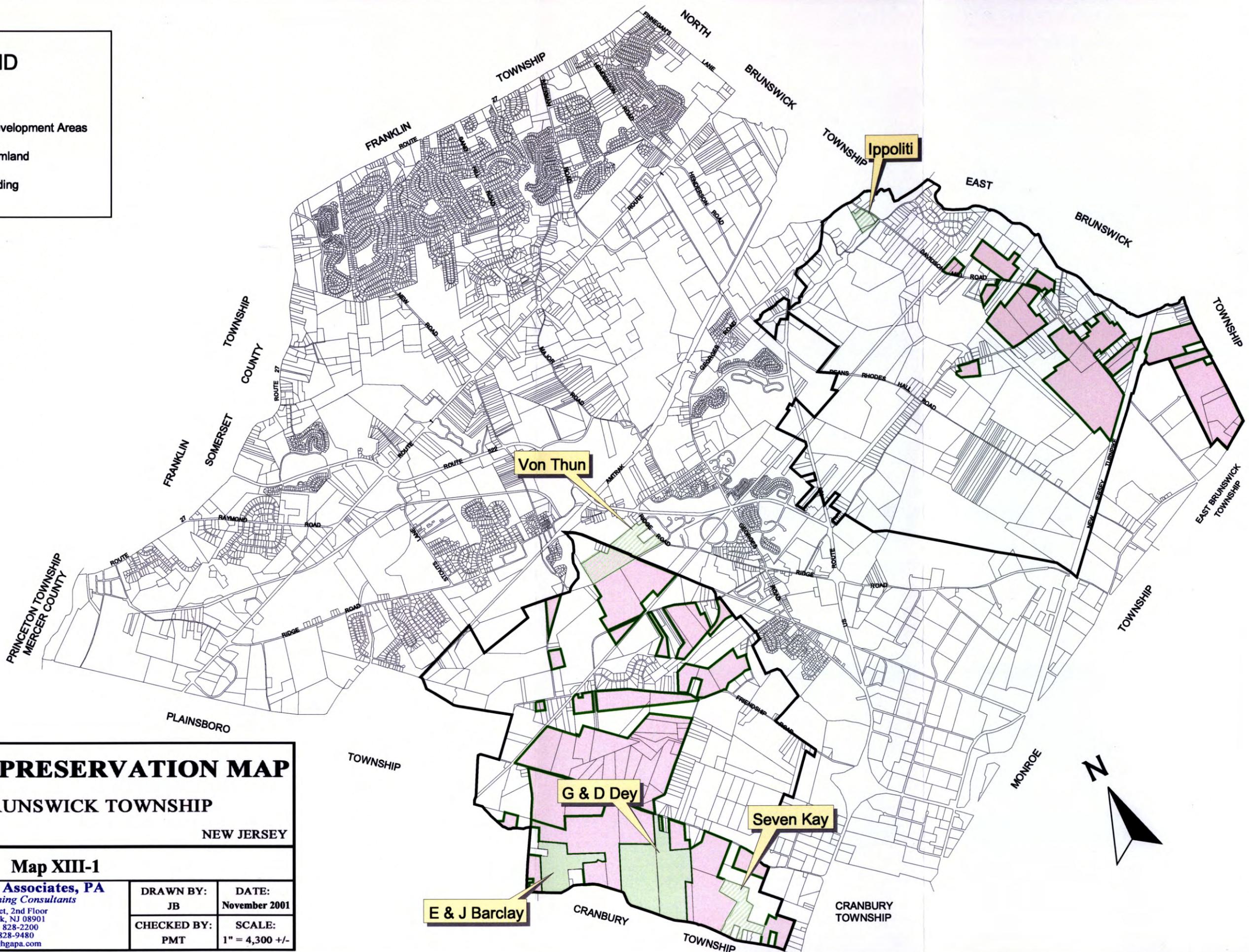
<i>Total Preliminary Approval</i>	135 acres
<i>Total Preserved Farmland</i>	<u>266 acres</u>
<i>Total</i>	401.99
acres	

The total acreage of preserved farmland in the next several years should consist of 401.99 acres. The farms are shown on Map XIII-1.

The Township has and will continue to hold public meetings with property owners within the R-R areas in order to present information about the Farmland Preservation Program and encourage property owners to participate.

LEGEND

-  RR Zones
-  Agricultural Development Areas
-  Preserved Farmland
-  Farmland Pending



FARM LAND PRESERVATION MAP
SOUTH BRUNSWICK TOWNSHIP
 MIDDLESEX COUNTY NEW JERSEY

Map XIII-1

 **Heyer, Gruel & Associates, PA**
Community Planning Consultants
 63 Church Street, 2nd Floor
 New Brunswick, NJ 08901
 Phone: (732) 828-2200
 Fax: (732) 828-9480
 Email: mail@hgapa.com

DRAWN BY: JB	DATE: November 2001
CHECKED BY: PMT	SCALE: 1" = 4,300 +/-



Comparison with Other Planning Documents

The Municipal Land Use Law requires that all municipal master plans consider the relationship of their master plan to plans of contiguous municipalities, county plans and the New Jersey State Development and Redevelopment Plan (SDRP). This section reviews the plans and zoning ordinances of the municipalities bordering the Township of South Brunswick, as well as the Middlesex County Master Plan, the draft Middlesex County Growth Management Strategy Phase II Report, and the State Development and Redevelopment Plan (SDRP).

Adjacent Municipalities

Seven municipalities border the Township of South Brunswick, including five located in Middlesex County and one each in Somerset and Mercer Counties. Starting in the north and moving clockwise, the surrounding municipalities are North Brunswick, East Brunswick, Monroe, Cranbury, Plainsboro, Princeton Township and Franklin Township. The South Brunswick Land Use Plan is substantially consistent with the land use patterns in the adjacent municipalities except along the borders with North Brunswick, East Brunswick and Plainsboro. The zoning of these municipalities is discussed below.

Township of North Brunswick

The Township of North Brunswick is north of South Brunswick. The boundary line between the townships runs along Finnegans Lane and Oakey's Brook. In North Brunswick, the zoning district located at the intersection of Finnegans Lane and Route 27 is neighborhood commercial and at the intersection of Finnegans Lane and Route 1 is general commercial. Residential zoning is located between the two commercial districts and includes two planned unit development (PUD) districts and one garden apartment residential (R-5) district. These land uses are compatible with the development pattern at South Brunswick's border, but in North Brunswick the residential zoning has a density of seven and 10 dwelling units per acre, respectively, compared to 1 to 2.2 dwelling units per acre in South Brunswick. If South Brunswick is notified of any development proposals along this corridor, the Township should review methods of handling traffic and the arrangements of buildings to minimize the impact on single family homes in South Brunswick.

The remaining common boundary is between Route 1 and Irelands Brook. Zoning in North Brunswick is industrial, which is mostly compatible with the adjacent zoning in South Brunswick. East of Georges Road, however, a portion of this border is rural residential (RR) in South Brunswick. According to South Brunswick's 2001 Existing Land Use Map, only two of the five lots along the North Brunswick border of South Brunswick's RR zone are occupied by single family detached housing. The other three lots are publicly owned. If South Brunswick is notified of any development proposals along this corridor, the Township should consider the impacts on single family homes in South Brunswick.

Township of East Brunswick

East Brunswick is located north and east of South Brunswick. East Brunswick lands along this section of South Brunswick lay in six zones. Along the northern border, the zoning is rural preservation (RP), which is compatible with the South Brunswick zoning of rural residential (RR). Both zones permit a minimum density of one unit per two acres.

Along the northeastern border in East Brunswick are three residential zones, single-family rural residential (R-1), single-family residential (R-3) and manufactured modular housing contingency (MMHC). The adjacent RR zone of South Brunswick is a compatible use, but is lower in density than the residential zones of East Brunswick. The RR zone permits 0.5 units per acres, while the R-1 zone permits one unit per acre, the R-3 zone permits 2.9 units per acre and the MMHC zone permits seven units per acre.

The section of East Brunswick between Middlesex Center and Dunhams Corner is zoned office professional (OP-1). This land use is not compatible with South Brunswick's RR zone. Development applications should be reviewed to minimize impacts on residential land uses in South Brunswick.

South of Middlesex Center, East Brunswick is zoned R-1 and South Brunswick is zoned light industrial/rural residential (LI-4/RR). The intent of the LI-4/RR district is to permit light industrial uses if served by approved and adequate public water and public sewers, otherwise the requirements of the rural residential district shall apply. The zoning along this section of the border provides the possibility for incompatible uses and South Brunswick should apply sensitive planning practices in this area.

According to the 1999 Reexamination Report and Land Use Plan Amendment for the RP, R-1 and MMHC zoning districts for East Brunswick, the zones bordering South Brunswick are recommended to be changed to RP, with a small portion of the border being zoned R-1. This would provide compatible land use planning at the border of the two townships.

Township of Monroe

Monroe is located east of the Township of South Brunswick and forms most of the eastern border. Monroe lands along this section of South Brunswick lay in four zones. South of Turnpike Interchange 8A, Monroe's zoning is industrial. Lands north of the interchange and south of the railroad right-of-way are zoned planned residential golf community (PRGC). According to Monroe's Land Development Ordinance, the objective of the PRGC is to permit cluster housing development with the objective of preserving the two existing golf courses. North of the railroad-right-of-way and south of Docks Corner Road, land is zoned industrial. An industrial zone in South Brunswick borders these three districts and is compatible with Monroe's zoning.

In Monroe, lands north of Docks Corner Road are zoned single-family residential (R-30) even though they are used for agricultural purposes. Zoning along this area in South Brunswick is industrial (I-3) and light industrial/rural residential (LI-4/RR). The intent of the LI-4/RR district is to permit light industrial uses if served by approved and adequate public water and public sewers, otherwise the requirements of the rural residential district shall apply. The zoning along the border is separated by the New Jersey Turnpike or Cranbury-South River Road. Where not separated by these two roadways, there is a potential for incompatible uses. In these cases, good buffers should be established.

Township of Cranbury

The Township of Cranbury is located south of South Brunswick between Monroe and Plainsboro Township. The two zones in Cranbury that border South Brunswick are separated by Route 130. To the east of Route 130 is the research office and light industrial (RO/LI) zone, which is adjacent to South Brunswick’s industrial zone. To the west of Route 130 is Cranbury’s residential-light impact (R-LI) zone, which is adjacent to South Brunswick’s rural residential (RR) zone. The R/LI zone is similar to the RR zone. The land use planning, therefore, is compatible along this border.

Township of Plainsboro

The Township of Plainsboro is located to the south of South Brunswick between Cranbury and Princeton Township. Plainsboro lands along the South Brunswick border and east of Schalks Crossing Road are generally located in low density residential zones with permitted minimum lots sizes of approximately one acre. Lands to the west of Schalks Crossing Road are zoned PMUD, planned unit development, which allows eight dwelling units to the acre.

The Plainsboro zone plan presents some conflicts with the South Brunswick Land Use Plan. The PMUD zone in Plainsboro is located adjacent to a low density area in South Brunswick, creating a conflict in density but not in use. The PMUD and the low density residential zones in Plainsboro abut an office/research area in South Brunswick. In these case the Township should be aware of these conflicts and exercise sound site planning and design controls when necessary.

Township of Princeton

Lands in the Township of Princeton are located across Carnegie Lake from South Brunswick and do not abut Township lands at any point. The width of the lake forms an effective buffer between the two communities and zoning conflicts are very unlikely.

Township of Franklin

The Township of Franklin is located to the west of Route 27 and forms the entire western perimeter of South Brunswick. Along the approximate 8 mile border, a

number of incompatible land uses have historically emerged. Because of the many zones on the eastern border of Franklin Township, streets dividing zones in Franklin are mentioned in this analysis. The key differences are discussed below.

The border of Franklin Township between Finnegans Lane to immediately south of Beekman Road is zoned neighborhood business (NB). The corresponding area in South Brunswick is zoned neighborhood commercial/professional office/local services (C-1), general retail commercial center (C-2), and affordable housing (AH) zone. The area south of Beekman Road and north of Vliet Road in Franklin Township is zoned cluster residential (C-R), and in South Brunswick is zoned single family/cluster (R-3). South of Franklin's Vliet Road and north of South Brunswick's Stanworth Place is zoned Neighborhood Business in Franklin and R-3 and AH in South Brunswick.

From Stanworth Place south to Allston Road are the MF and C-2 zones in South Brunswick, which abut the residential (R-10A and R-10B) single family zones in Franklin. Between Allston Road and Old Road, Franklin is zoned rural residential (RR3). The abutting zones in South Brunswick are C-2, R-1 and planned residential development (PARC).

Between the two intersections of Old Road with Route 27, the area is zoned rural residential (RR5) in Franklin and R-1 in South Brunswick. South to Fairfield Road is zoned research-office-laboratory (R-O-L) zone in Franklin and the AH, medium density residential (RM-3), R-1 and multiple dwelling/garden apartment (MF) zones in South Brunswick.

In Franklin, between Fairfield Road and Spruce Road is zoned office-professional (OP) and R-1 in South Brunswick. South of Spruce Road and north of Lakeview Avenue in South Brunswick is zoned C-1, and the abutting Franklin zones are residential (R-10-H) and NB. The southernmost zone in South Brunswick that is adjacent to Franklin is the R-1 zone, which abuts Franklin's R-10-H zone.

In order to deal with the potential land use incompatibilities along this common boundary, both Townships should be aware of possible conflicts and exercise sound site planning and design controls when necessary.

County Plan

1979 County Master Plan

The 1979 Middlesex County Master Plan shows the expected land development pattern for the year 2000.

Middlesex County Growth Management Strategy (GMS)

Between 1990 and 1995, Middlesex County prepared a three-phase Growth management Plan to address infrastructure need, a regional design system and growth management strategies.

Within the South Brunswick, the principal focus of Phase I emphasized the need for sewer and road infrastructure improvements to accommodate existing and future development.

The Phase II Report study focused on alternative approaches to managing growth in Middlesex County. Three of the five case studies included areas of South Brunswick: Route 130 corridor of North Brunswick and South Brunswick; Plainsboro and Forrestal Center area; and the New Jersey Turnpike Interchange 8A Area in Monroe and South Brunswick.

The Route 130 design strategy includes: the creation of multi-use centers; establishment of off-highway inter-local links between developments; improved east-west access between Route 1 and Route 130; and designation of greenways along the Farrington Lake and Lawrence Brook.

The Plainsboro and Forrestal Center area encompasses a small section of the Township in the Kingston area. The Phase II Reports recognized the following growth management issues for this area in respect to South Brunswick: enhance existing farmland and open space preservation efforts; and provide alternative methods of transportation.

Growth management issues for the Interchange 8A study area include: encourage the development of a “Community of Place;” preserve open space; provide adequate buffers between residential and industrial land; and create separation of truck traffic and residential traffic.

The County is presently in the process of updating the GMS with a “Smart Growth Grant” from the State of New Jersey.

New Jersey State Development and Redevelopment Plan (SDRP)

The New Jersey State Planning Commission (SPC) completed the mandated reexamination of the 1992 SDRP and adopted the new plan on March 1, 2001. The State’s Plan’s reexamination process compared the planning policies of the various governmental levels and established the cross acceptance process as the methodology for attaining compatibility between the local, County and State Plans.

The Township of South Brunswick participated in the cross acceptance process which included several meetings with State and county staff and presentations of land use issues at several public hearings. As a result of this process, South

Brunswick has achieved consistency with the SDRP and the South Brunswick Master Plan upon adopted should be submitted to the State Planning Commission for “Plan Endorsement” whereby the State SPC certifies that the South Brunswick Master Plan is consistent with the State Plan. The planning areas and present and future center designations are shown on Map XIII-1.

Planning Areas

The SDRP allocates land into five categories known as Planning Areas (PA). The SDRP states:

Planning areas are large masses of land that share a common set of conditions, such as population density, infrastructure systems, level of development or natural systems. They serve a pivotal role in the State Plan by setting forth Policy Objectives that guide the application of the State Plan’s Statewide Policies.

The Township of South Brunswick contains three of the five Planning Areas including the Suburban Planning Area (PA2), the Fringe Planning Area (PA3) and the Environmentally Sensitive Planning Area (PA5). The PA’s are defined as follows:

Suburban (PA2)

Provide for much of the state’s future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward further sprawl; and capitalize cities and towns.

Rural (PA4)

Maintain the Environs as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing stable communities; and confine programmed sewers and public water services to Centers.

Environmentally Sensitive (PA5)

Protect environmental resources through the protection of large contiguous areas of land; accommodate growth in Centers; protect the character of existing stable communities; confine programmed sewers and public water services to Centers; and revitalize cities in towns. The South Brunswick Master Plan also utilizes two environmentally sensitive overlay zones, the CES Critical Environmental Sites and HCS Historical and Cultural Sites.

Kingston Village Center Designation

Since the Village of Kingston is uniquely multi-jurisdictional, with parts located in Franklin Township (Somerset County), South Brunswick (Middlesex County) and Princeton Township (Mercer County) a joint petition was filed

LEGEND

Planning Areas

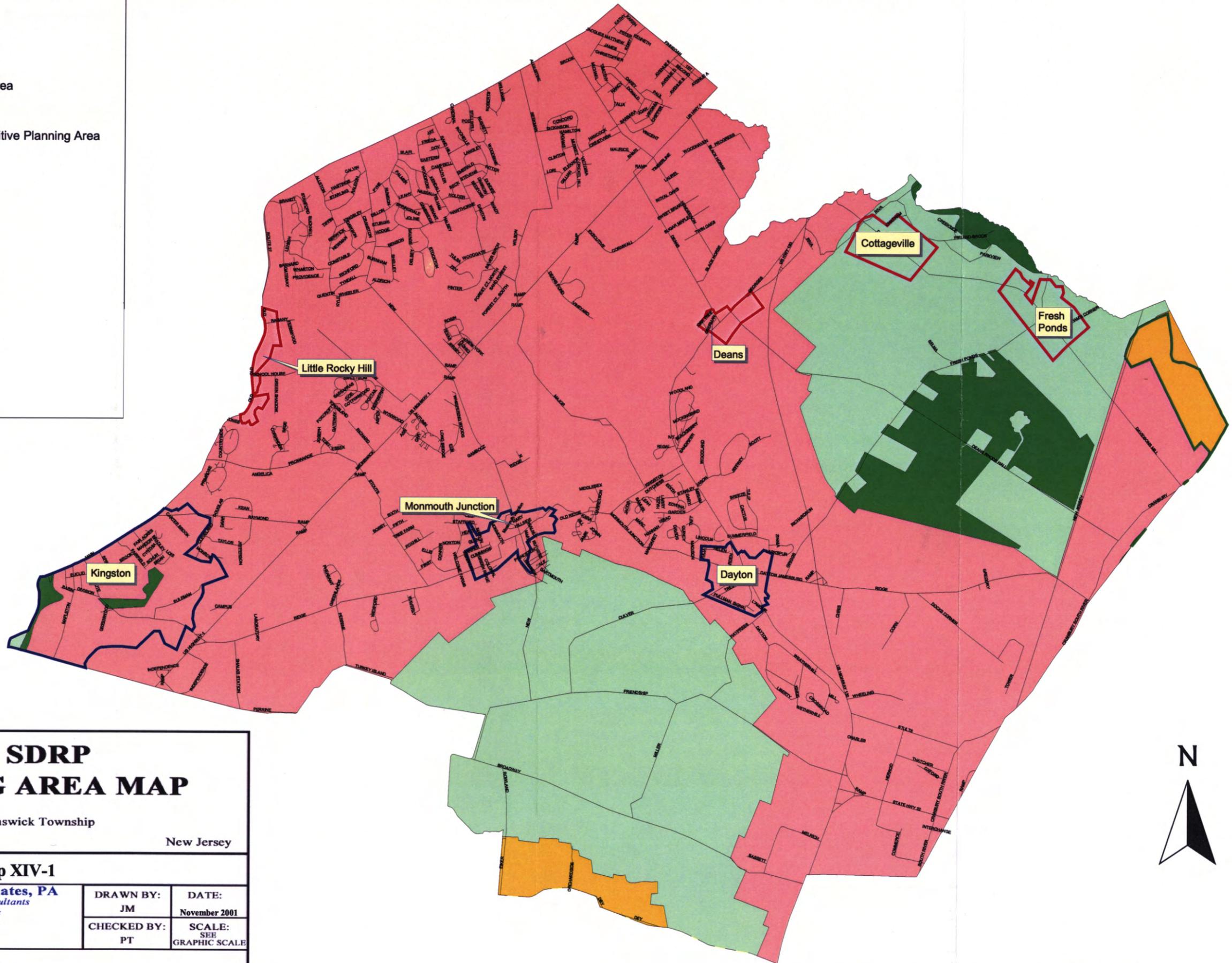
- PA 2 Suburban Planning Area
- PA 4 Rural Planning Area
- PA 5 Environmentally Sensitive Planning Area
- Parks
- Critical Environmental Site

Proposed Centers

- Proposed Hamlet
- Proposed Village

Designated Center

- Designated Kingston Village



2001 SDRP PLANNING AREA MAP

South Brunswick Township

Middlesex County

New Jersey

Map XIV-1



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New Brunswick, NJ 08901
Phone: (732) 828-2200
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DRAWN BY:
JM

DATE:
November 2001

CHECKED BY:
PT

SCALE:
SEE
GRAPHIC SCALE

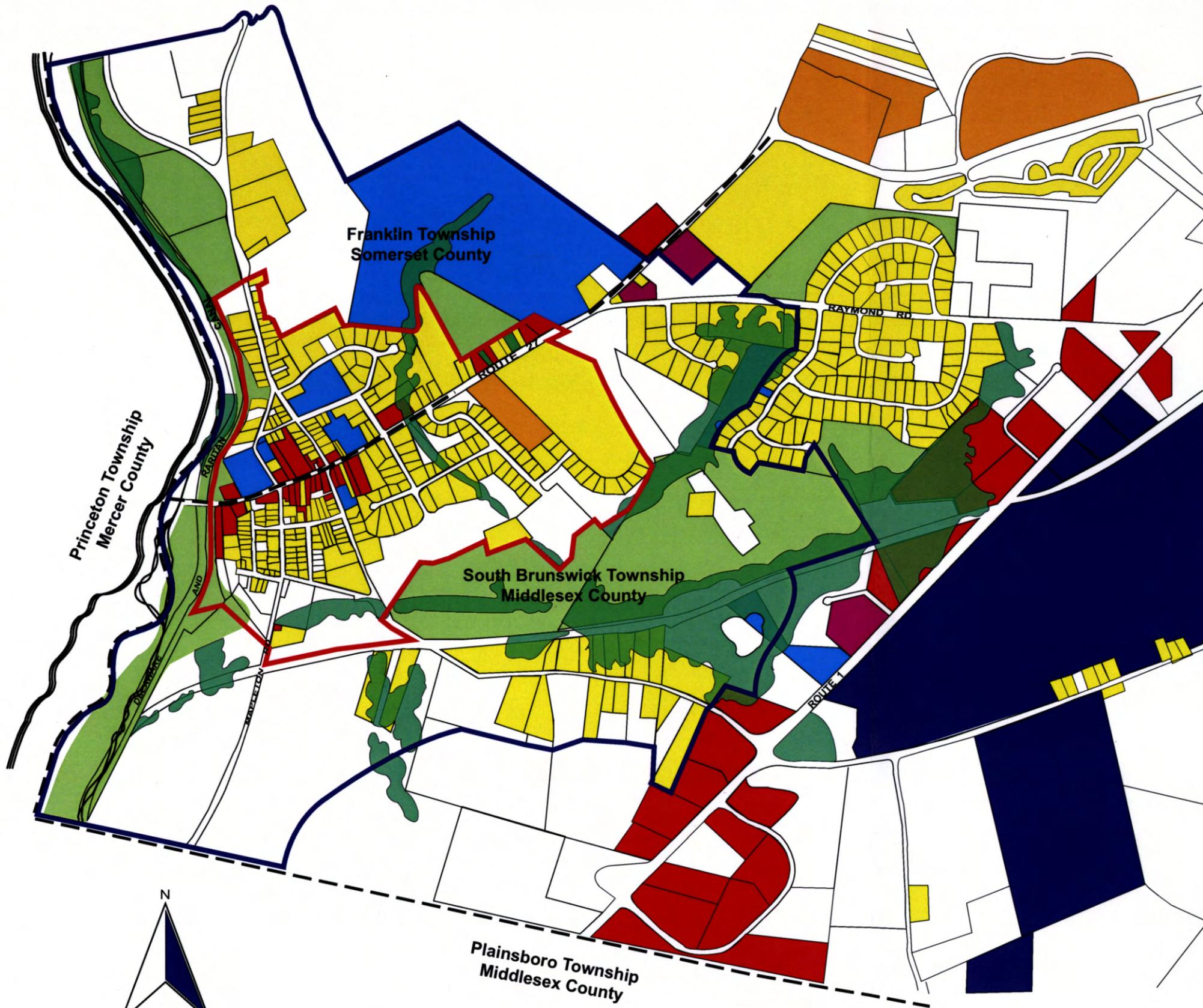
DIGITAL BASE MAP PREPARED BY:
NEW JERSEY STATE PLANNING COMMISSION



with the SPC in April of 1998. However, it did not include Princeton Township at this time. A public hearing was held on the petition by the SPC on April 25, 2001 at which time the petitions and the Planning and Implementation Agenda (PIA) which emanated to a large extent from the 1997 “Joint Mayors’ Citizen Advisory Task Force for the Village of Kingston” were duly adopted. The Village of Kingston therefore is officially designated as a Village Center on the SDRP and the PIA sets forth State, County and Municipal priorities that will be undertaken in the future in order to implement the planning agenda. The goal of the PIA is to protect and enhance the historical elements and character of the Village and ensure necessary capital improvements. The Village Center and surrounding environs designated as HCS/CES overlay zone are shown on Map XIII-2.

Future Petitions

The Township believes it is essential to retain special recognition of the unique heritage and resources the older villages and hamlets that are part of its 200 year history, bring to the Township. The Township, therefore, proposed center recognition for the Villages of Dayton and Monmouth Junction as well as the Hamlets of Cottageville, Deans, Fresh Ponds, and Little Rocky Hill. Petitions will be filed in the future for Village and Hamlet recognition by the State Planning Commission.



LEGEND

- Residential
- Multi-family/Apartments
- Commercial
- Industrial
- Public
- Park/Open Space
- Wetlands
- Quasi-Public
- Vacant or Agriculture
- Kingston Village Center Designation
- HCS/CES Overlay Zone
- Municipal Boundaries

Kingston Village Center Designation

South Brunswick Township/
Franklin Township

Middlesex, Somerset County New Jersey

Map XIV - 2

	Heyer, Gruel & Associates, PA <i>Community Planning Consultants</i> <small>63 Church Street, 2nd Floor New Brunswick, NJ 08901 Phone: (732) 828-2200 Fax: (732) 828-9480 Email: mail@hgapa.com</small>	DRAWN BY: JB	DATE: November 2001
	CHECKED BY: PMT	SCALE: 1" = 1,300'	

