

HILLSBOROUGH TOWNSHIP
SOMERSET COUNTY, NEW JERSEY

MASTER PLAN AMENDMENT-LAND USE ELEMENT
TRANSIT READY DEVELOPMENT DISTRICT
AND CIRCULATION PLAN ELEMENT UPDATE

January 2013

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ACKNOWLEDGEMENTS

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INTRODUCTION

The 2005 Master Plan Amendment-Phase 2 contained a recommendation to create a Transit Oriented Village adjacent to Town Center. The Transit Oriented Village was to be located to the east of Town Center extending to the existing freight rail line and between Hamilton Road to the north and Raider Boulevard/Stryker Lane to the south. It was to be centered around a new passenger rail station as part of the West Trenton Rail Line Restoration Project located near the interchange between Amwell Road and the Route 206 Bypass.

The Transit Oriented Village was envisioned as a mixed-use area near the proposed train station to support rail usage, with office development, limited retail and residential uses enabled by a transfer of density. Development intensity would decrease further away from the train station in order to create a transition to Town Center as well as the surrounding neighborhoods.

The Transit Oriented Village concept was further enhanced by the recommendations contained in the 2010 Transfer of Development Rights (TDR) Plan which was prepared as part of the larger TDR Study. This Plan recommends the use of TDR to preserve large areas of the Township while providing residential density to the proposed Transit Oriented Village. It is noted that the TDR Plan was not adopted.

The variety and intensity of the proposed uses in the Transit Oriented Village were to be supported by a comprehensive road network connecting all major streets, as well as the surrounding road network. In addition, pedestrian and bicycle access and connectivity to the Town Center and other nearby neighborhoods were encouraged.

However, based on the cancellation of the ARC Tunnel Project to New York City, as well as on-going budget and funding issues, there is great uncertainty as to the ability of NJ Transit to restore passenger rail service on the West Trenton Rail Line. It is unlikely that the projected restoration of passenger rail service and the development of a new train station on the West Trenton Rail Line will proceed in a reasonable time frame that would accommodate the orderly development of a Transit Oriented Village.

As a result of the review of the subject properties in the study area, it was determined that a Master Plan Amendment should be prepared and reviewed by the Planning Board in order to provide a comprehensive recommendation as the basis for which future zone changes may be considered. This report recommends that the Township consider changing the future land uses and rezoning the properties contained in the study area which contains 90 properties totaling 302.59 acres.

The Master Plan Amendment-Land Use Element/Transit Ready Development District provides an updated vision for the former Transit Oriented Village and a new planning framework due to

the changed circumstances. New planning and development opportunities have been identified based on the following:

- The existing zone districts within the proposed Transit Ready Development (TRD) District boundaries are limiting with respect to the type of compact, pedestrian friendly 'Smart Growth' mix of uses that are being considered. The HOO, Home Occupation/Office District, in particular, has been subject to a number of variance requests resulting in development approvals that have lacked a comprehensive planning vision.
- The on-going construction of the Route 206 Bypass and the interchange at Amwell Road raises serious concerns about potential land speculation and the impact of future development in the area identified by the proposed TRD District and as presently zoned.
- When the Town Center (TC) District was established, Gateway Districts were provided to the north and south along Existing Route 206 and to the west along Amwell Road. The area contained within the proposed TRD District lies to the east of Town Center and provides an opportunity for additional transitional Gateway areas to be established.
- A comprehensive network of 'Complete Streets' has been identified to provide road connectivity between existing Route 206 (proposed as Main Street in the future Town Center), Amwell Road and Hamilton Road, with opportunities for pedestrian, bicycle and vehicular modes of travel focused around a potential future rail station/bus transit facility.

MASTER PLAN AMENDMENT-LAND USE ELEMENT

TRD DISTRICT STUDY AREA

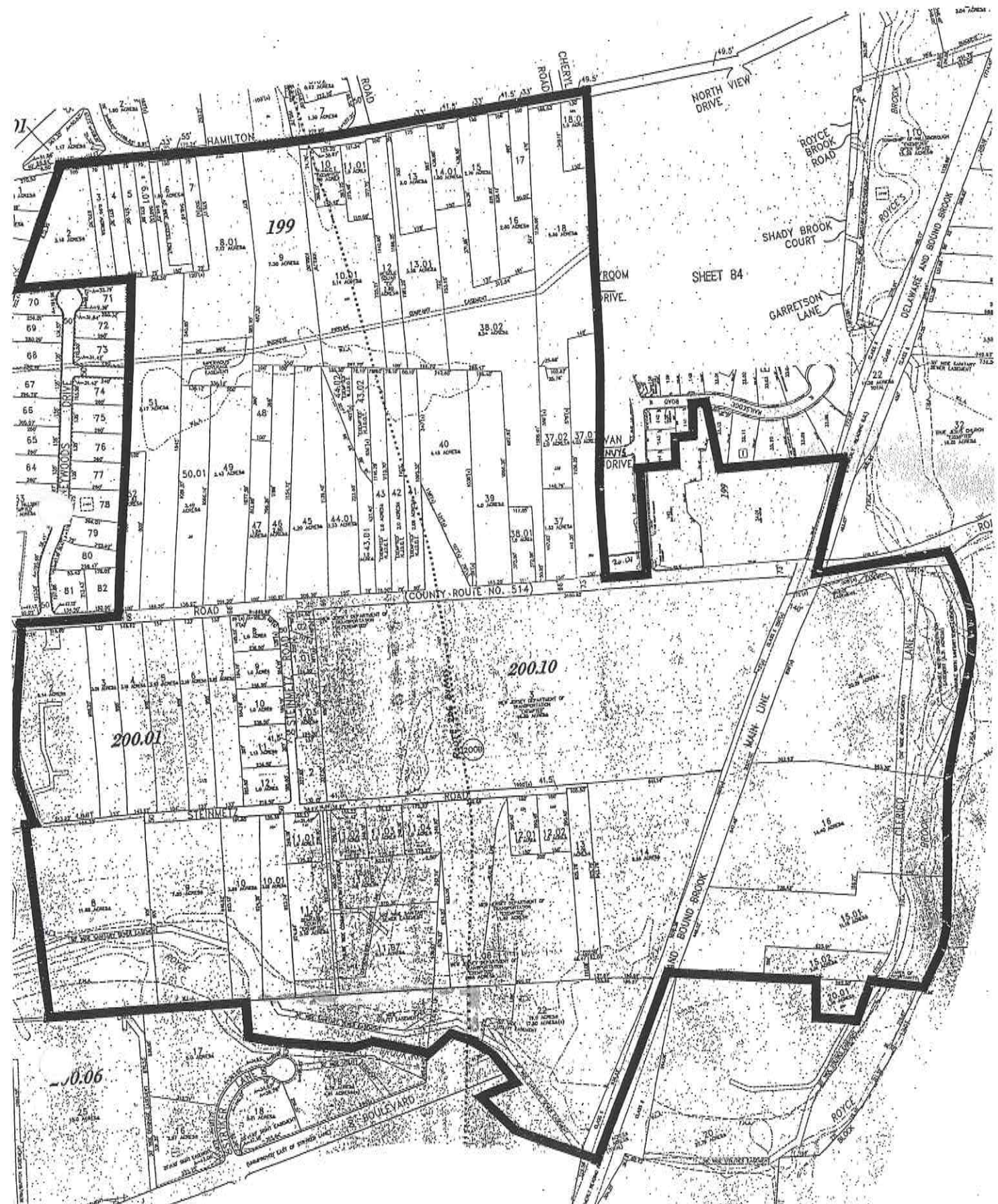
The study area that is being used as the basis for the proposed TRD District is shown on the accompanying Master Plan Study Area Map. The Study Area extends from the Town Center, which is located to the west, extending in an easterly direction to the existing freight rail line near Amwell Road and from Hamilton Road at the northern end to Raider Boulevard/Stryker Lane at the southern end. This includes a small commercial area near Royce Brook Road consisting of the racquetball club and professional offices.

The Study Area is in a location that provides a transition from the proposed Town Center to the west and the surrounding areas with lower development intensity to the east of the rail line.

There are 2 properties included in the study area for the TRD District which were not part of the Transit Oriented Village. The first is the Carriage Farm property (Block 200.10, Lot 4) located on the east side of the existing freight rail line and south of Amwell Road in the CDZ, Corporate Development Zone District. This property received variance approvals for a mixed-use development. The mixed-use approval makes the Carriage Farm property a good fit with the proposed land use pattern in the TRD District. The other additional property (Block 200.10, Lot 22) is located at the southern end of the TRD District and was previously requested by the owner to be included in the Transit Oriented Village. The developable portion of this lot (based on presumed wetlands delineations by NJDEP) to be included in the proposed TRD District is isolated by the convergence of the rail freight line and the Route 206 Bypass leaving access only from the proposed TRD District.

The study area is surrounded by mostly residential development in the RA, CR and R Districts and smaller areas of the Gateway A and B Districts to the north. The LI, Light Industrial District, with mostly industrial development and a small area of the Gateway A District adjoin to the south. The TC, Town Center District, is located to the east in addition to the R, Residential District, along Pineywoods Drive. The TECD, Transitional Economic Development District, and the CDZ and RA, Residential/Agriculture District are located to the east.

MASTER PLAN STUDY AREA
HILLSBOROUGH TOWNSHIP



EXISTING LAND USES

The existing land use pattern in the study area is indicated on the accompanying Existing Land Use Map. A majority of the existing land uses in the proposed TRD District are single family residential. There are 90 properties in the proposed TRD District, of which 62 are existing single family residences which represents 69% of all existing properties and total 142.67 acres. Residential lots front onto Hamilton Road, Amwell Road and Steinmetz Road, as well as Clerico Lane.

There are 11 commercial properties scattered throughout the proposed TRD District. The commercial properties represent 12% of all existing properties and total 45.10 acres. These commercial properties include the Carriage Farm property, Central Jersey Nurseries, a child-care facility, assisted living/nursing home facility, a retail use near Town Center on Amwell Road, a racquetball club and several small office complexes.

The New Jersey Department of Transportation (NJDOT) owns 8 properties which total 74.57 acres which form a portion of the Route 206 Bypass right-of-way. This runs in a north/south direction through the proposed TRD District with an interchange at Amwell Road.

The Hillsborough First Aid & Rescue Squad facility is located on Hamilton Road adjacent to the proposed Route 206 Bypass. A group home is located on Steinmetz Road. There are also 6 vacant lots totaling 36.57 acres.

HILLSBOROUGH TOWNSHIP



EXISTING ZONING

The accompanying Existing Zoning Map for the study area indicates the existing zone districts in this study area being proposed for the TRD District, as well as the surrounding zone districts. The existing zone districts in study area are described below:

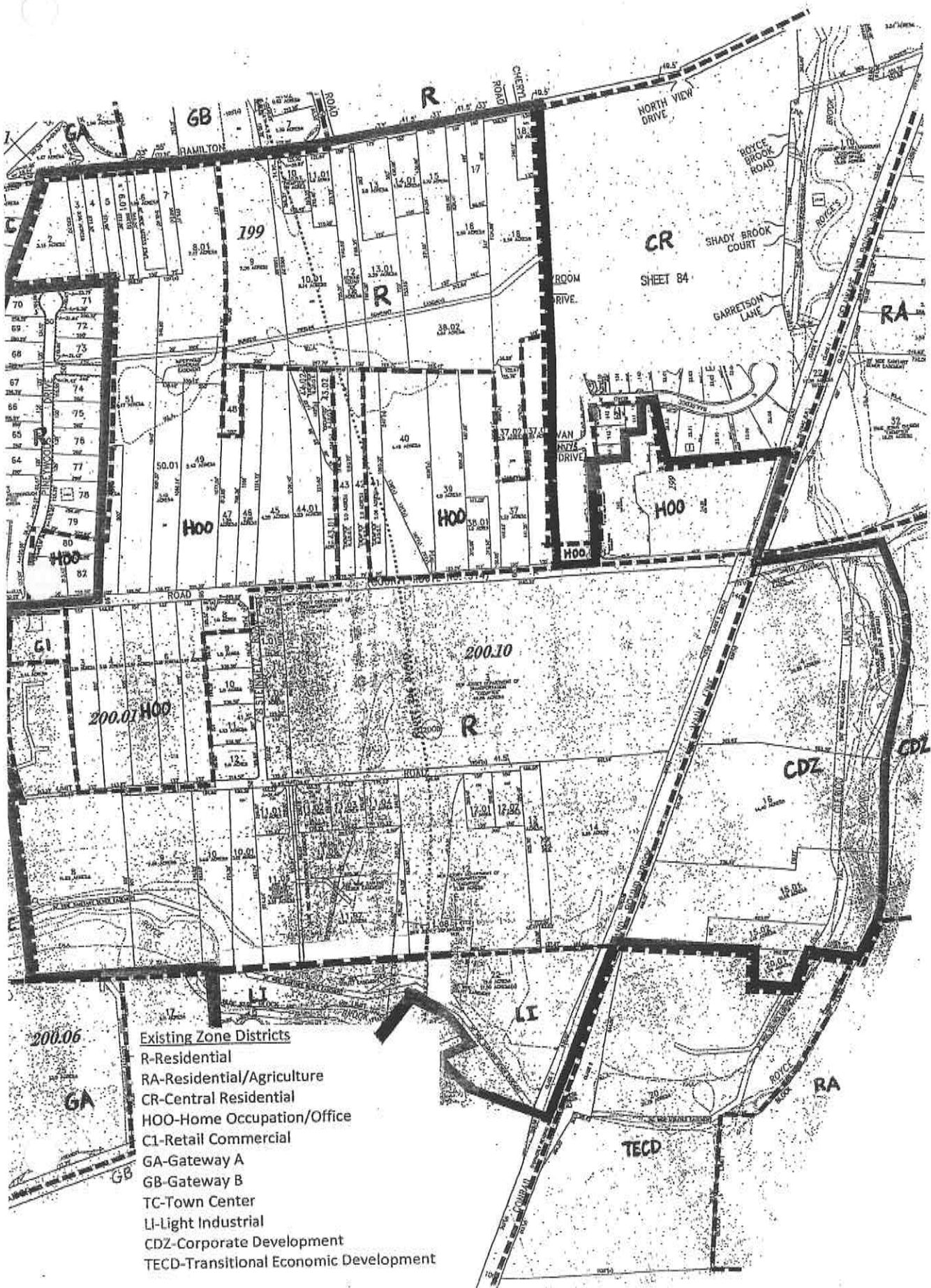
- *R District*
The R District permits single family residential dwellings on minimum 1 acre lots with public sewer and water provided. The R District extends from Hamilton Road across Amwell Road to the south with a large area near Steinmetz Road. The Route 206 Bypass will bisect the R District with the NJDOT right-of-way containing a significant area within this zone.
- *HOO District*
The HOO District permits office uses on vacant tracts and existing residential dwellings with home occupations. The minimum lot area is 2 acres in the HOO District. There is an area containing the HOO District designation located between Hamilton Road and Amwell Road with a compact area located south of Amwell Road between Town Center and Steinmetz Road. The HOO District contains several existing commercial properties, including the racquetball club and adjacent offices, an assisted living facility and adjoining nursing home, Central Jersey Nurseries, a child-care facility and offices off the ramp connecting existing Route 206 with Hamilton Road/Andrea Avenue.
- *CDZ District*
The CDZ District permits corporate office development, as well as corporate conference centers, offices, medical centers, hotels/motels, fiduciary institutions and restaurants. The minimum lot area is 50 acres. The CDZ District is located east of the freight rail line and includes the Carriage Farm property.
- *LI District*
The LI District permits light industrial and office development, as well as research and development, medical offices and veterinary hospitals, garden centers, home improvement centers, fiduciary institutions, farm markets and agriculture support services, contractor facilities, indoor recreation and commercial instructional activities. A small portion of the LI District extends into the southerly end of the proposed TRD District between the rail freight line and the Route 206 Bypass.
- *C1 District*
The C1 District permits retail uses, as well as personal service establishments, restaurants, offices, fiduciary institutions, medical centers, veterinary hospitals, commercial instructional activities and theaters. There is a property next to Town

Center along Amwell Road that is in the C1 District and contains a portion of an office complex.

There are 5 existing residential lots in the HOO District along Royce Brook Road which are proposed to be changed to the CR, Central Residential District, in order to bring these lots into compliance.

There is also 1 existing residential lot on Pinewoods Drive and 2 existing adjacent residential lots on Amwell Road that are in the HOO District. These are proposed to be changed to the R, Residential District, in order to bring these lots into compliance.

TRANSIT READY DEVELOPMENT DISTRICT
EXISTING ZONING
HILLSBOROUGH TOWNSHIP



PLANNING CONSIDERATIONS

As previously noted, the 2005 Master Plan Amendment-Phase 2 recommends a passenger rail station south of Amwell Road next to the Route 206 Bypass interchange on NJDOT property at the existing freight rail line. Due to budgetary reasons and capacity issues created by the cancellation of the ARC Tunnel Project, also as previously indicated, the reactivation of the West Trenton Rail Line for commuter service and the development of a train station in Hillsborough are not able to proceed at this time. Hillsborough intends to explore alternatives to the passenger train station, including a potential express bus facility, with NJ Transit which would complement a future train station. In any event, transit ready development is being proposed to replace the previous recommendation for a transit oriented village in order to take advantage of the location and potential for future transit development adjacent to the freight rail line and the Route 206 Bypass/Amwell Road interchange.

'Smart Growth' mixed-use development focused around the proposed train station/bus transit facility location will concentrate a compact area of pedestrian friendly development that will transition to the surrounding neighborhoods, including Town Center and the Pinewoods residential development to the west, the Royce Brook Road neighborhood to the north and the Light Industrial District to the south. The development focus will be to generate new jobs while noting that limited mixed-use retail and residential development will be encouraged within reasonable walking distance of the future train station/bus transit facility.

Accessibility will be critical to the success of the proposed TRD District. A new street network will provide a north-south connection through proposed development between Amwell Road and Hamilton Road on both sides of the Route 206 Bypass. There will also be a new street network through proposed development connecting the proposed transit facility to the east with existing Route 206 (to become Main Street in Town Center when the Bypass is completed). The proposed street network will not create through streets in existing residential neighborhoods. The street network will be further discussed in the accompanying Circulation Plan Update.

All new development in the proposed TRD District must be considered in terms of impacts on neighboring properties. To that extent, it is recommended that adequate buffering be provided, where appropriate. In addition, opportunities for creating an open space greenway in the TRD District should be explored further. The greenway would preserve limited areas within the District while providing an additional alternative pedestrian network.

The following land planning and site design principles should be used as overall goals for the development of the area designated for transit ready development. These are based on those provided in Chapter 6 of the 2005 Master Plan Amendment-Phase 2, which accompanies this section:

- Utilize landscaped open space and park-like areas in proximity to the transit facility to help soften the often times industrial and utilitarian appearance of a transit facility.
- Develop an upkeep and maintenance program with NJ Transit for the transit facility so as to present an appealing gateway to the community.
- Landscape commuter parking areas to better visually integrate them with the adjoining environs.
- Give special attention to pedestrian networks allowing for walkways and bikeways to connect commercial activity to any transit facility and to the surrounding neighborhoods. The compact mixed-use area around the transit facility should have pedestrian linkages to the Town Center, as well.
- Develop dynamic business areas adjacent to the transit facility.
- Concentration of higher intensity mixed-uses and businesses in a compact pedestrian friendly central core area in close proximity to the proposed transit facility should be encouraged.
- Moving away from the central core, density patterns and land uses should reflect a more employment-based character.
- Implementation of the TRD District should result in the construction of a transit-ready environment that maximizes the potential use of the proposed transit facility, increases Township employment levels, integrates nearby housing desired by consumers so as to maximize support for transit usage, provides for open space and includes limited retail uses to benefit employees, transit riders, residents and workers in the vicinity of the new development.
- Auto use and peak hour traffic congestion may be reduced in several ways: proximity of housing and retail/office/employment centers which allow residents and employees to walk or bike for some daily trips; providing jobs within walking distance of the transit facility will encourage transit use for commuting, potentially including a limited number of reverse commuters; and conveniently located retail areas that allow workers to run errands during lunchtime or shop when driving to and from work and home. The combination of uses in a clustered pattern will make for a more human scale and community oriented development than is found in a typical suburban development.

HILLSBOROUGH TOWNSHIP

Somerset County, New Jersey

MASTER PLAN AMENDMENT – PHASE 2

Gateway, Town Center, Transit Oriented Village, Transitional,
Research & Development, Corporate Development & General
Industrial Zones

WELLS
APPEL

LAND STRATEGIES

AND

LENAZ MUELLER

&
ASSOCIATES

Amended as Noted and Adopted October 27, 2005

Chapter 6: Transit Oriented Village District

1. Intent & Area

A mixed-use Transit Oriented Village is proposed where the Route 206 bypass intersects with Amwell Road. The focal point of the Transit Oriented Village is the development of a new passenger train station as part of the West Trenton Rail Line Passenger Service Restoration project. It is envisioned that initial service may include 14 trains per day (7 in each direction) and the potential for added off-peak service.

According to NJ Transit, the West Trenton Line is owned and operated by the CSX railroad. The line is a major north-south trunk for long distance freight. The potential West Trenton line passenger service would operate between West Trenton and Newark. At the northern end of the line, the passenger service would connect to and serve Raritan valley Line stations enroute to Newark. At the West Trenton Station, at the southern end, the NJ Transit service would connect (via passenger transfer) with the existing SEPTA service to and from Philadelphia. The proposed Hillsborough Station would be equipped with platforms and canopies, 350 parking spaces, pedestrian facilities, accessibility for people with disabilities and other passenger amenities



PHOTO: Proposed Bypass Interchange and Train Station Site

The County Planning Board supports the creation of transit-oriented development such as a Transit Oriented Village focused on mixed-use development site(s) located within ½ mile of transit facilities and routes. Higher density mixed-use development allows such sites to realize maximum benefits because of their proximity to public transit. Transit oriented development planning reinforces the linkage between existing center based, compact development and existing transportation infrastructure. Enhancing this

linkage will also encourage people to utilize alternate travel modes rather than the single occupant automobile.

- A. The following land planning & site design principles should be used to integrate the station into the Township:
- 1) Utilize landscaped open space and park-like areas in proximity to the train station to help soften the often times industrial and utilitarian appearance of a commute rail stop.
 - 2) Develop with NJ Transit an upkeep and maintenance program for the train station so as to present an appealing gateway to the community.
 - 3) Landscape commuter-parking areas both at the perimeter and internally to better visually integrate them with the adjoining environs.
 - 4) Give special attention to pedestrian networks leading the commuter to the train station parking areas, allowing for walkways & bikeways to connect to commercial activity and thereby reinforce integration of transit use and commercial land use activities.
 - 5) Develop dynamic business areas adjacent to the rail station including residential and office uses. In most cases the business activity area should be defined by a pedestrian plaza or promenade abutting or enclosed by retail uses or offices serving as an employment center.
 - 6) The Town Center area should have a strong pedestrian connection to the train station. A pedestrian precinct linking limited, compact retail, service, and mixed office uses should be immediately adjacent to the train stop. This compact area should be varied in both building height and land use intensity. A definite core area of business with a series of attached buildings and landscaped walkways interconnecting commercial blocks could comprise the central core area. Concentration at a core rather than dispersion of retail and service uses should be the dominant land use pattern.

- 7) Moving away from the central core, density patterns and land uses should reflect a more residential character with, lower buildings, multi-family and smaller lot residential near the Transit Oriented Village commercial area.
- 8) Implementation of the Transit Oriented Village zone should result in the construction of a transit-oriented environment that maximizes the use of the rail line, increases Township employment levels, integrates nearby housing desired by consumers so as to maximize rail usage, provides for public open spaces natural and man made, and includes retail uses to benefit employees, transit riders, residents and workers in the vicinity of the new transit-based zone.
- 9) Auto use & peak hour traffic congestion may be reduced in several ways: proximity of housing and retail/office uses allows residents and employees to walk or bike for some daily trips; providing jobs within walking distance of the train station will encourage some transit use for commuting, including a limited amount of reverse commuters; and, conveniently located retail areas will allow workers to run errands at lunch time or shop when driving to and from work and home. The combination of uses in a clustered pattern will make for a more human scale and community-oriented development than is found in a typical suburban development.

2. Current Zoning

A. Permitted Principal Uses:

- 1) Single family detached structures.
- 2) Libraries, parks and playgrounds, cemeteries, community centers (noncommercial) and golf courses.
- 3) Neighborhood convenience centers.
- 4) All farm and agricultural activities.
- 5) Home occupations.

B. Conditional Uses:

- 1) Hospital on a minimum 10-acre lot.
- 2) Boardinghouses and nursing homes.
- 3) Churches, nursery schools, private schools and child care centers.

Note: some parts of the Transit Oriented Village District are now in the CDZ District, which essentially allows only office and industrial uses (and no residential) on relatively large lots (see Chapter 8)

3. Master Plan Concept

As part of subsequent ordinance revisions implementing the mixed-use Transit Oriented Village area plan, further technical study of appropriate site design criteria and standards will be necessary. As a general rule, substantial change in suburban bulk standards and site design criteria will be necessary if greater pedestrian activity and access between uses in the core area of the plan is to be achieved.

Since the Transit Oriented Village represents a departure from traditional single parcel development, it will require coordinated planning and implementation of public improvements such as streets, pedestrian paths, bikeways and plazas.

To provide direction to future ordinance revisions, the following guidelines for the transit area are proposed:

- 1) As an example of Smart growth, create a Transit Oriented Village around the railroad station & bypass interchange on Amwell Rd that extends towards Town Center.
- 2) The Transit Oriented Village should concentrate on office development with limited retail and residential uses that are enabled by a density transfer from the current CDZ District.
- 3) Street-level retail space should be focused at critical pedestrian nodes. These areas encourage shopping to and from the train station after workday hours, and at midday by nearby office workers. The extent of retail space should approximate that contained in a neighborhood shopping center even though distributed in a quite different manner.
- 4) A mixed-use area near the train station should serve as the main focal point of the Transit Oriented Village. Within the core mixed-use area, building heights should not exceed 3 stories and building heights should be 2 stories at the perimeter of the district that abut existing residential neighborhoods.
- 5) A mix of residential dwelling types should be provided in the Transit Oriented Village with an affordable housing component that addresses the Town's growth share requirements. A limited combination of small-lot single-family, duplex, and townhouse units

may be used as transitional uses adjacent to existing residential neighborhoods.

- 6) Housing should be primarily comprised of multi-family units (i.e., lofts, efficiency apartments and live work units) for young professionals, active seniors, and empty nesters generating few school age children.
- 7) Building siting needs to be balanced between pedestrian and auto accessibility. Larger buildings are encouraged to provide entries to both parking lots & sidewalks.
- 8) Extending Raider Boulevard to the west of the railroad station to Amwell Road by using the Bypass right-of-way will create an important southern loop. It is equally important to implement pedestrian and

bicycle access across the Bypass. A Transportation improvement District to fund these and other necessary transportation improvements will probably be required.

- 9) Possible uses in the Transit Oriented Village zone are listed on Table 5. A sample of an IMAGINARY design is shown on page 32.
- 10) Use TDR or another appropriate method for both permitted non-residential and residential development with the timing for non-residential tied to infrastructure improvements including the Route 206 Bypass and the Train station and all residential development tied to completed and occupied non-residential development.

TABLE 3- TRANSIT ORIENTED VILLAGE PROPOSED "PERMITTED USES"

1.	Any retail sales and personal service establishments incidental to a principal use and located on the first floor within a multi-story building; retail sales and services such as telegraph and messenger service, newsstand or bookstore, florist, gift or jewelry; personal services such as barber shop or beauty shop, dry cleaning pick-up station (may include pressing), laundry and pick-up station, laundry which is self service, valet shop, medical or dental offices, etc.
2.	Stores and shops for the conduct of any retail business and personal service establishments.
3.	A residential mix (single family detached, duplex, townhouse and multi-family residential units) with affordable units and mixed-uses as a component.
4.	An indoor movie theater.
5.	Outdoor cafes, restaurants, and bars as accessory to restaurants with only on-site seating facilities, e.g. no drive-throughs, or curb side service.
6.	Indoor tennis, racquetball, squash and handball courts, and other forms of indoor recreation.
7.	Museums, exhibition halls, art galleries, libraries, music conservatories or instruction, art, photographic and dance studios and other cultural facilities of a similar nature.
8.	Commuter parking facilities and passenger drop-off and pick-up areas, including parking decks.
9.	Banks and savings and loan institutions including drive-in facilities.
10.	Offices and office buildings, business and professional.
11.	Hotels and conference facilities, but not motels.
12.	Private clubs, lodges, social buildings and fraternal organizations.
13.	Public utility installations.
14.	Parking structures.
15.	Radio or television broadcasting station, including studios, auditoriums and other rooms for performances and including office and other space incident to and necessary for the principal use, exclusive of broadcasting towers and antennas.
16.	Township land uses, including, but not limited to, public playgrounds, conservation areas, parks, public purpose uses and publicly owned/private maintained and operated recreation facilities but excluding public works yards and other similar exterior storage yards.
17.	Combination of two or more of the above permitted uses.

11) Access to Roycebrook Road could be reversed to Hamilton Road with Amwell Road closed for the existing residential development in order to provide local road access to the Town center while also preventing cut-through traffic.

12) New bicycle and pedestrian linkages

between the Town Center and the Transit Oriented Villages with accessibility along Amwell road may involve the creation of a Transportation Improvement District (TID) and cooperation between Hillsborough, Somerset County and NJDOT to provide flexible design in the proposed improvements related to the Bypass.

TRANSIT ORIENTED VILLAGE & TRANSITIONAL AREA CONCEPTUAL DESIGN PLAN



Note: The imaginary example shown above does not deal with property ownership patterns nor does it fully examine the various possibilities for district perimeter buffering uses that explore transitional guidelines to protect existing residential uses. A particularly difficult issue will be scattered residential lots within the district that may need to be rezoned to a higher density use rather than being buffered and protected. Also, this district will be enhanced if developers can be encouraged to combine several smaller adjacent parcels into one larger tract.

NOTE: The drawing above is solely an artist's rendering and does not represent a mandated design for this district.

MASTER PLAN CONCEPT

The proposed Transit Ready Development District represents a departure from single parcel stand-alone development, and will require coordinated planning as well as implementation of public improvements, including sidewalks, bikeways and pedestrian plazas. Further study of appropriate site design criteria and standards will be necessary.

In order to provide direction to future ordinance revisions, the following guidelines for the Transit Ready Development District area are proposed:

- Incorporating Smart Growth principles, create a TRD District around the future transit facility and Route 206 Bypass interchange at Amwell Road, extending to Town Center.
- The TRD District should concentrate on uses that generate employment, including offices, with limited retail and residential uses.
- A mixed-use area near the transit facility should serve as a focal point of the TRD District. Within the core mixed-use area, building heights should not exceed 3 stories with lower heights at the perimeter of the district that abut existing residential neighborhoods.
- Street level retail space should be focused at critical pedestrian nodes. The extent of retail space should approximate that contained in a neighborhood shopping center though it may be distributed in a different manner.
- A mix of residential dwelling types should be provided with an affordable housing component that addresses the Township's affordable housing requirements, as appropriate.
- An area of detached single family dwellings is recommended in the area adjacent to the existing single family neighborhood along Royce Brook Road behind the racquetball club.
- Housing provided as part of a mixed-use development near the transit facility should be comprised as multi-family units for young professionals, active seniors and empty nesters generating few school age children. A limited amount of stand-alone multi-family housing may also be considered near the transit facility, as appropriate. Any housing permitted in direct support of the transit facility shall be constructed in conjunction with the improvements to create said facility.
- Building siting needs to be balanced between pedestrian and auto accessibility. Buildings are encouraged to provide multiple entries to sidewalks and parking lots.

As indicated on the accompanying map entitled, "Conceptual Plan-Route 206 Bypass", the proposed Transit Ready Development District is centered around the planned intersection between Amwell Road and the Route 206 Bypass. As such, this constitutes a relatively large

area with a diversity of existing land uses both in and surrounding the proposed TRD District which makes a single land use recommendation difficult.

Therefore, this Plan recommends the creation of several land use sub areas characterized by different uses and intensities. This better reflects the intent of the Plan while also providing flexibility in creating an appropriate transition to existing adjacent development.

GOALS AND OBJECTIVES

The proposal under consideration to change the land use/zoning designation of the properties identified in the proposed Transit Ready Development District is in conformance with the following goals and objectives contained in the 2005 Master Plan Amendment-Phase 2, as revised:

1. Land Use Management
 - b) The Township wants to continue and expand land use policies that guide development to suitable locations and at appropriate densities, and provide for higher densities only in areas where the public water and sewers and all other necessary public utilities as well as transportation infrastructure are available or provided.
2. Community Design
 - a) Explore opportunities for mixed-use development in a higher density core with commercial services and public facilities surrounded by lower density development.
 - b) Discourage strip commercial development.
 - c) Encourage the development of employment areas near residential neighborhoods with design that adequately buffers residents.
 - d) Planned centers should have coordinated architectural design, landscaping, lighting, signs and similar design features.
 - g) Encourage employment areas in close proximity to the railroad corridors and major highway facilities.
 - h) Provide for employment centers close to residential development in order to reduce vehicular traffic and encourage alternative modes of transportation.
4. Housing
 - b) Where appropriate, promote and support the development of affordable housing with the intent to address the Township's fair share of the regions low and moderate income housing, particularly in areas served by public transportation which connect to areas of employment.
 - c) Residential development must be carefully phased as part of the Transit Ready Development District so as to provide a fiscal balance with any proposed commercial and industrial development.
7. Economic Development
 - a) Provide expanded employment opportunities by encouraging development in appropriate areas for this purpose and consistent with available infrastructure and supporting services.
 - b) Promote employment opportunities and commercial services in locations compatible with existing and proposed development.
 - c) Encourage commercial development or redevelopment in suitable areas of the community that are most economically useful for commercial purposes.

9. Community Facilities and Utilities

- a) Require infrastructure improvements scaled to permit development to protect the health, safety and welfare of the public.
- h) Ensure that the development process acknowledges and addresses the impact on community facilities and utilities through the payment of a fair share of any off-tract improvements for community facilities to the extent permitted by law.

12. New Transit Ready Development District

- a) Create a mixed-use development within reasonable walking distance of a future transit facility, with a special emphasis on compact pedestrian-oriented environment that reinforces the use of public transportation.
- b) Introduce land uses within the proposed mixed-use development that includes offices, general and commuter-oriented retail, limited multi-family dwellings, childcare and related land use activities.
- c) Incorporate special features like a public plaza, art and special paving treatments to be coordinated with and complimentary to the other proposed uses.

COUNTY AND STATE PLAN CONSIDERATIONS

The Draft Sustainable Economic Growth Opportunities Map for Somerset County, NJ (September 2011) indicates mixed-use development between Town Center and the freight rail line in Hillsborough where the proposed Transit Ready Development District will be located. This is reinforced on the accompanying Draft Infrastructure System Map for Somerset County, NJ which indicates a 'Future Rail Opportunity Area' for the same area, as noted above. These maps, as noted above, are part of a report prepared by the Somerset County Planning Board in response to the Draft State Strategic Plan (2011). The proposed Transit Ready Development District is also recommended as part of a Priority Growth Investment Area (PGIA) along with Town Center by the Somerset County Planning Board.

The Draft State Strategic Plan indicates several key trends which continue to play important roles in shaping the planning agenda in Hillsborough Township, as follows:

- Budgetary constraints and high property taxes which result in "an anti-family land use agenda"
- Changing demographics which increasingly create a preference for walkable, mixed-use "Smart Growth" neighborhoods
- The desirability of "Transit Hubs"

The proposed Transit Ready Development District complies with the following 'Guiding Principles for State Decision Making' as provided in the Draft State Strategic Plan:

- Predictability
The area encompassed by the Transit Ready Development District will contain specific zoning requirements that are intended to guide appropriate future growth.
- Spatial Efficiency
Adequate infrastructure already exists or is planned to be provided as part of the Transit Ready Development District.
- Sustainability
The Transit Ready Development District will focus new development in a compact, pedestrian friendly area that will provide incentives for growth where infrastructure is provided, and in doing so, discourage growth in areas targeted to be preserved.

The proposed Transit Ready Development District also complies with Goal 1 in the Draft State Strategic Plan which calls for targeted growth to enhance opportunities for attraction and growth of industries of statewide and regional importance and with Goal 2 which calls for effective planning for vibrant regions.

Finally, the proposed Transit Ready Development District follows the 'Garden State Values' that are contained in the Draft State Strategic Plan by concentrating development and mixed uses, increasing job and business opportunities in a priority growth investment area, creating a high quality, livable place, providing transportation choices and diversifying housing opportunities.

LAND USE PLAN ELEMENT AMENDMENT-SUMMARY AND RECOMMENDATIONS

The 2005 Master Plan Amendment-Phase 2 recommends the creation of a Transit Oriented Village to the east of Town Center and centered on a new passenger rail station that will be located adjacent to the interchange between Amwell Road and the Route 206 Bypass. The passenger rail station would serve the renovated West Trenton Rail Line.

The Transit Oriented Village was envisioned as a mixed-use development near the passenger rail station in order to support rail usage, with commercial and office development and limited retail and residential uses enabled by a density transfer and with decreasing density moving away from the mixed-use core at the passenger rail station. A comprehensive road network emphasizing pedestrian and bicycle connectivity and access was intended to support development in the Transit Oriented Village.

The cancellation of the ARC Tunnel Project has injected a high degree of uncertainty for moving forward with the West Trenton Rail Line Project, thereby creating a need to reexamine the Transit Oriented Village designation.

The proposed Transit Ready Development District is based on the changed circumstances and creates new planning and growth opportunities. It is now recommended as an area that is intended to focus on generating employment, including offices, with limited mixed-use retail and residential uses concentrated near the transit facility. The recommendation for a comprehensive road network, now known as "Complete Streets", is incorporated into this new Plan in recognition of the need to provide a safe and efficient transportation system for the Transit Ready Development District. As previously noted, it is recommended that several land use sub areas be created to better reflect the intent of the Plan. It is further recommended that the Transit Ready Development District be divided into 4 sub areas bisected by the Route 206 Bypass (north/south) and Amwell Road (east/west). The 4 proposed sub areas, indicated on the accompanying Master Plan Map, are described below:

1. Residential

This sub area adjacent to the existing Royce Brook Road single family residential development is well suited to retaining the existing R, Residential zoning requirements. This will provide an appropriate development density transitioning from the existing adjoining neighborhood. A Master Plan Road between Hamilton Road and Amwell Road is recommended. This Master Plan Road will not connect through the existing neighborhood off Royce Brook Road.

2. Gateway/Retail Commercial

This sub area located to the east of Town Center and Pinewoods Drive is recommended as a Gateway/Retail Commercial area designation. The Gateway A District presently forms the existing entry into Town Center from the west, south and north. A Master

Plan Road between Hamilton Road and Amwell Road is recommended along with a connection to Steinmetz Road which shall become an east/west Master Plan Road.

3. Transitional Economic Development

The southerly sub area is recommended for a Transitional Economic Development designation. The TECD District presently provides a transition from the LI, Light Industrial District, to the agricultural and residential districts near Homestead Road. This designation in the Transit Ready Development District will encourage transitional uses with the adjoining LI District to the south. A Master Plan Road is recommended to connect Raider Boulevard/Stryker Lane to the south with Steinmetz Road.

4. Gateway/Mixed-Use Development

The easterly sub area around the proposed transit facility is recommended for a Gateway/Nonretail Commercial designation. This new Gateway area will focus mixed-use development within a reasonable walking distance around the proposed transit facility located near the interchange between Amwell Road and the Route 206 Bypass. Development intensity will decrease away from the proposed transit facility.

The proposed future zoning for the 4 sub areas contained in the Transit Ready Development (TRD) District generally follows the land use sub area recommendations and are summarized below:

- R, Residential District

The existing R District is located in the northeast quadrant (Residential), as described in the sub area narrative above. The existing R District will continue to permit detached single family dwellings in conventional or cluster subdivisions in order to provide a transition between the existing Royce Brook Road neighborhood (CR District) and the Route 206 Bypass. The same bulk requirements as the existing R District will be used. There are approximately 44 acres available for development in the R District.

A connector Master Plan Road between Hamilton Road and Amwell Road is proposed. This will provide connectivity for vehicles, as well as pedestrians and bicycles by using a 'Complete Streets' design. This will also provide convenient access for the Hillsborough First Aid & Rescue Squad which is located on Hamilton Road next to the Route 206 Bypass alignment.

- GA, Gateway A District

The proposed GA District is located in the northwest quadrant (Gateway/Retail Commercial), as described in the sub area narrative above. The GA District will provide a transition into Town Center from the east. Permitted uses may include retail sales and personal service establishments, offices, medical centers, extended care facilities, veterinary hospitals, indoor and outdoor recreation facilities, health club/fitness

centers, banks, business services, restaurants, art studios and commercial instructional activities.

A connector Master Plan Road will extend between Amwell Road and Hamilton Road to the north and from Amwell Road to the south connecting to Steinmetz Road which will be expanded to serve as an east/west Master Plan Road connecting Route 206 with the transit facility across the Route 206 Bypass providing access and connectivity as a 'Complete Street'.

- TECD, Transitional Economic Development District

The proposed TECD District is located in the southwest quadrant (Transitional Economic Development), as described in the sub area narrative above. The TECD District will provide a transition to the LI, Light Industrial District to the south. Permitted uses may include research and development, computer centers, warehousing, inside manufacturing, child and adult day care, farm markets, industrial or office park, commercial instructional activities, indoor recreation and health clubs/fitness centers.

A new 'Complete Streets' Master Plan Road will connect Steinmetz Road with Raider Boulevard/Stryker Lane providing north/south access and connectivity.

- GC, Gateway C District

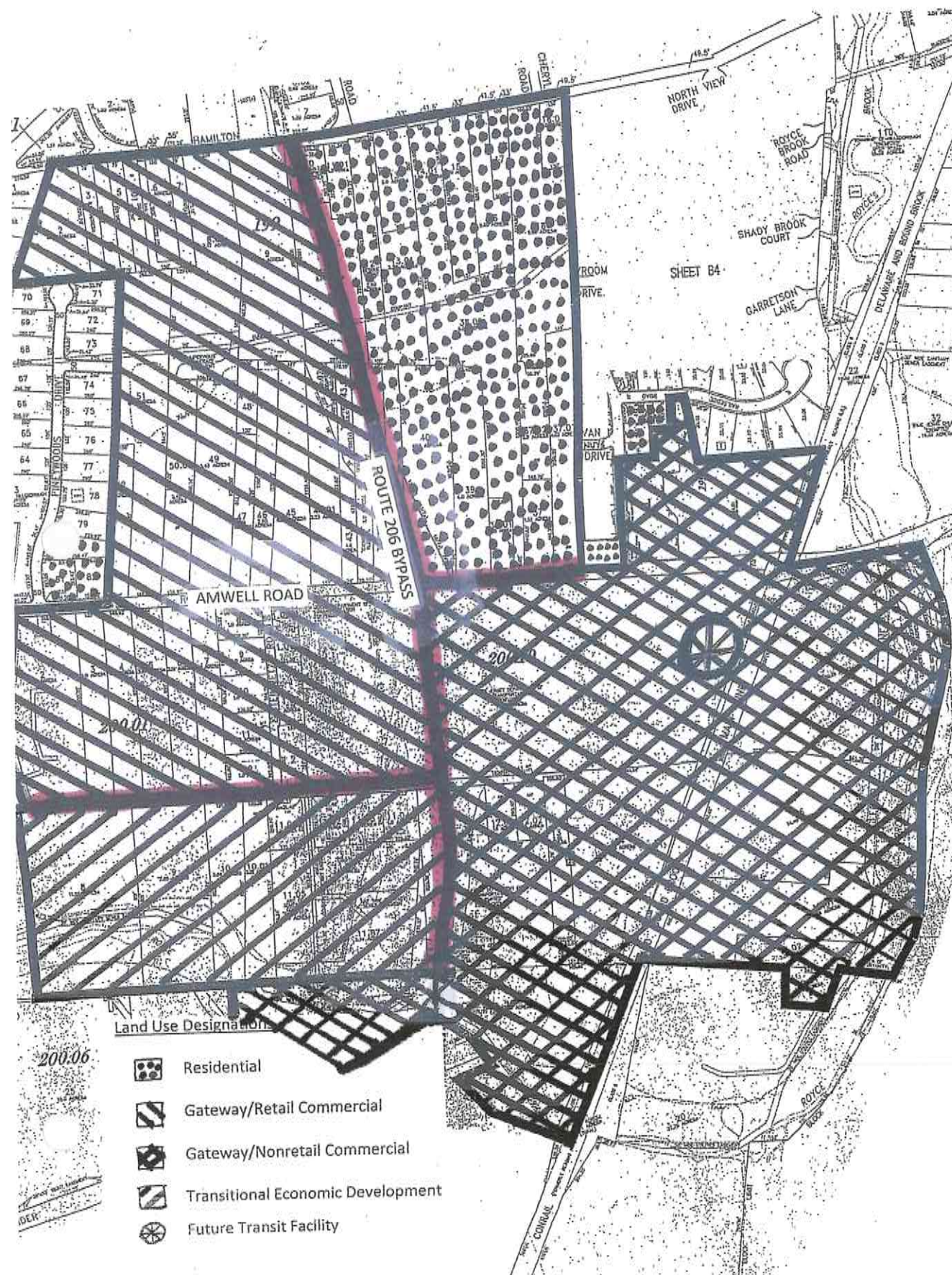
The proposed GC District is located in the southeast quadrant (Gateway/Nonretail Commercial), as described in the sub area narrative above. The GC District provides a transition to the CDZ District and the single family residential districts to the east. Permitted uses that are contemplated include mixed-use development within reasonable walking distance of the transit facility, including Carriage Farms which obtained previous approvals for a mix of permitted uses. Among the other proposed uses are offices, child and adult day care, fiduciary institutions, medical centers, restaurants, commercial instructional facilities and corporate conference facilities and hotels/motels. Any housing permitted in the GC District is recommended to be timed in conjunction with the construction of a transit facility.

A new 'Complete Streets' Master Plan Road is proposed to connect with Steinmetz Road to the west providing east/west connectivity and access.

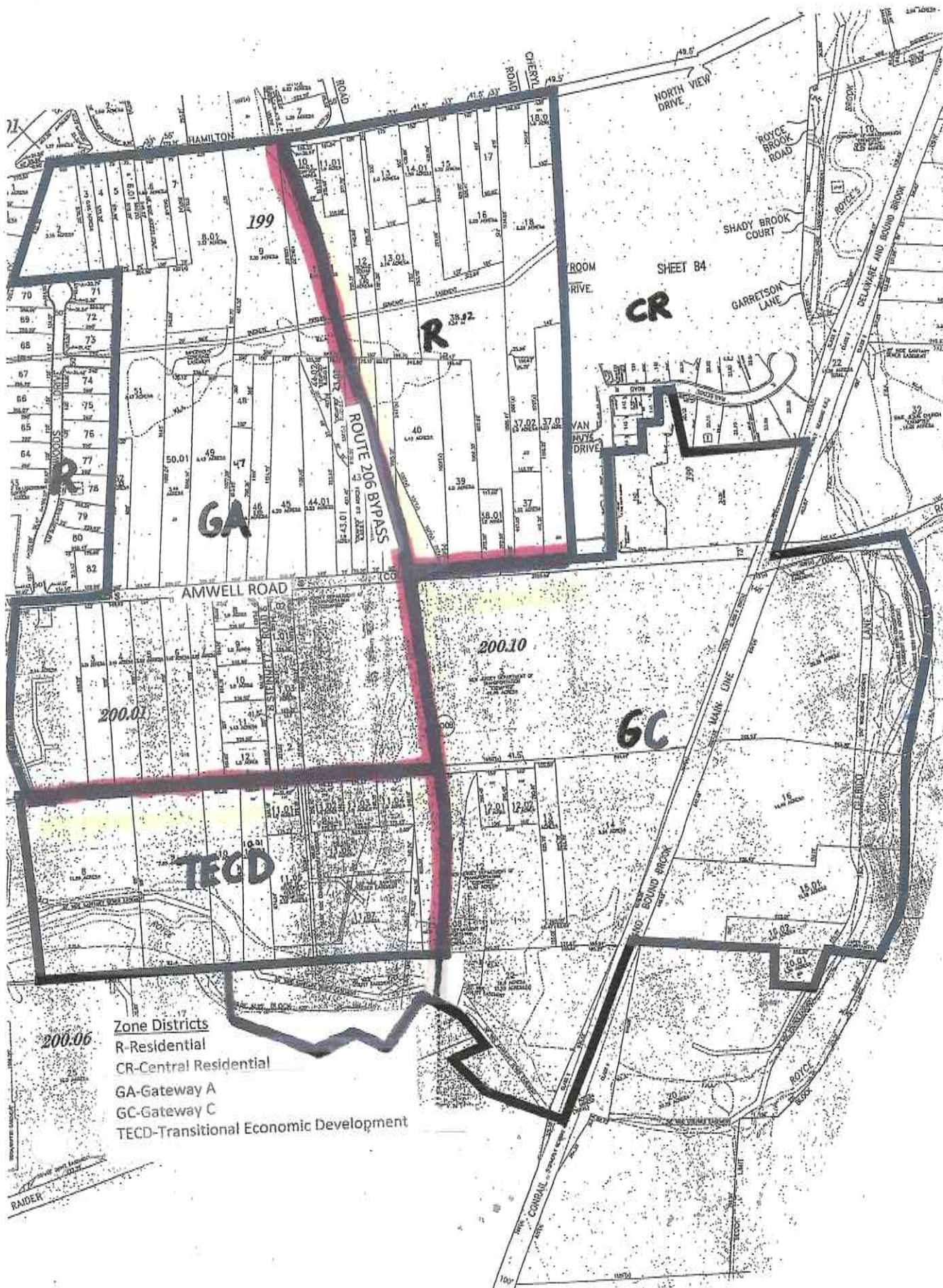
In addition, there are the following additional recommended changes:

- There are 5 existing residential lots in the HOO District along Royce Brook Road which are proposed to be changed to the CR, Central Residential District in order to bring these lots into compliance.
- There are 3 existing residential lots on or near Pinewoods Drive at Amwell Road which are proposed to be changed to the R, Residential District to bring these lots into compliance, as well.

TRANSIT READY DEVELOPMENT DISTRICT
MASTER PLAN MAP
HILLSBOROUGH TOWNSHIP



TRANSIT READY DEVELOPMENT DISTRICT
REVISED ZONING MAP
HILLSBOROUGH TOWNSHIP



CIRCULATION PLAN UPDATE

The Circulation Plan Element was last adopted as part of the 1996 Hillsborough Township Master Plan Amendment, which also includes the Land Use, Housing, Utility Service Plan, Community Facilities Plan, Recreation Plan, Conservation Plan, Economic Plan, Historic Preservation Plan and Recycling Plan Elements. During the ensuing 16 years, many of the assumptions and policies contained in the 1996 Circulation Plan Element have changed.

This Circulation Plan Element Update is focused on 3 specific areas: the Route 206 Bypass, the creation of a future transit facility and the proposed street network in the future Town Center and Transit Ready Development District. The Route 206 Bypass, future transit facility and the proposed Town Center/Transit Oriented Village (which formed the basis for the Transit Ready Development District) were discussed and recommended in the 2005 Master Plan Amendment-Phase 2.

The Route 206 Bypass designed travel way is indicated on the map previously referred to as "Conceptual Plan-Route 206 Bypass". It will connect with existing Route 206 at the northern end in the area of Old Somerville Road and at the southern end with Mountain View Road. The northern section will contain 4 lanes of grade separated through traffic with an exit at Amwell Road. The southern section will consist of 2 travel lanes with an at-grade intersection at Hillsborough Road. The Study Goals contained in the 2005 Master Plan Amendment-Phase 2 includes the following:

B. The Township desires the construction and timely completion of the new Route 206 Bypass so as to permit full implementation of the Town Center, Transit Oriented Village...

Furthermore, the 2005 Master Plan Amendment-Phase 2 links the Route 206 Bypass with the future creation of Town Center by indicating that when the Route 206 Bypass is built, existing Route 206 can be converted to a more local road acting as a Main Street.

The future rail station, as has been noted, probably will not be constructed in the short term due to issues impeding reactivation of the West Trenton Commuter Rail Line, however, NJ Transit bus service is being explored with a potential bus depot facility envisioned at the rail station site which may be incorporated into a larger transit facility, including a potential future rail station. This is anticipated to be located at the proposed site of the future rail station south of Amwell Road and east of the interchange with the Route 206 Bypass adjacent to the existing freight rail line, as indicated in the 2005 Master Plan Amendment-Phase 2.

The recommended road network for both Town Center and the Transit Ready Development District follows the NJDOT 'Complete Streets' policy and promotes connectivity. The 'Complete Streets' policy was adopted by NJDOT in 2009. It is intended to create a safer environment for

all roadway users, including pedestrians, bicyclists and motorists in a well designed roadway network.

The proposed Complete Streets network will provide sidewalks for pedestrians, bicycle lanes and traffic calming measures in the Town Center and the Transit Ready Development District while connecting these areas with the surrounding neighborhoods. It will specifically use a hierarchy of existing and proposed public streets that are indicated on the Proposed Street Network Exhibit. The proposed service roads in Town Center and the Transit Ready Development District are designed to interconnect forming an alternate access network that promotes more diverse travel options. A service road without a landscaped median will link Hamilton Road and Amwell Road, between the Route 206 Bypass and existing Royce Brook Road, then across to Steinmetz Road and around towards Town Center with another such service road linking Hamilton Road to Steinmetz Road through the existing Town Center office development. A service road with a landscaped median will link Hamilton Road with Steinmetz Road and, if feasible, continuing across a bridge to Stryker Lane and Raider Boulevard.

Improvements to existing Amwell Road will have to be coordinated with Somerset County and funding for all proposed improvements is anticipated from a number of sources, including a potential Transportation Improvement District, as well as available grants from the State and County and any public-private partnerships that may be established, as appropriate.

GOALS AND OBJECTIVES

The proposal under consideration to provide a new Complete Streets network in the proposed Town Center and adjoining Transit Ready Development District is in conformance with the following goal and objectives contained in the 2005 Master Plan Amendment-Phase 2, as revised:

5. Transportation

- b) Plan for improvements to the major street system to create a convenient circulation system sufficient to accommodate anticipated development.
- d) Avoid strip frontage development along arterial and collector highways that would result in further uncontrolled access.
- i) Promote the development of future passenger transit service to and from the Township at a Transit Ready Development located in the vicinity of the Route 206 Bypass interchange with Amwell Road.
- k) Promote transit alternatives in new and existing development to reduce traffic congestion, including ride shares, busses, mass transit, car/van pools, dial-a-ride and flextime.
- m) Encourage pedestrian and bike paths within residential, non-residential and mixed-use developments designed to provide direct, easy access to new shopping areas and other land uses as enticement to reduce vehicular travel.
- n) There will be no through traffic permitted between Amwell Road and Hamilton Road in any existing residential development within the Town Center or Transit Ready Development zones, i.e. Pinewoods Drive and Royce Brook Road.
- o) Pedestrian and bicycle access and traffic calming improvements along existing Route 206, Amwell Road and Hamilton Road should be considered and implemented in conjunction with development and other improvements in the Town Center and Transit Ready Development District.
- p) Consider traffic calming solutions that could include some or a combination of all of the following: signalization, landscaped center medians, special pavement and cross-walk treatment, signage, better lighting, lower speed limits, establishing a clear deference to pedestrian and bicycle traffic, curb extensions, on-street parking, roadway bumps and/or humps, etc.

COUNTY AND STATE PLAN CONSIDERATIONS

The 2011 Somerset County Circulation Plan Update entitled, "Making Connections", provides a number of goals and policies which are supportive of the recommendations contained in this Circulation Plan Element Update for Hillsborough Township, as follows:

- *Reduce Traffic Congestion- The Plan seeks to maximize the efficiency of the existing transportation system to gain capacity. Operational improvements, combined with promoting alternate modes, such as walking, biking, public transit, and car/vanpooling, should be explored, and efforts should be made to reduce the impact of through traffic to neighborhoods and municipalities.*
- *Support Economic Activity in Town Centers and Business Corridors- The Plan should support growth in existing and proposed town centers and business districts, and downtown business districts. Integrated transportation and land use planning should encourage revitalizing older town centers and business districts and retail corridors such as U.S. 22 and U.S. 206, promote mixed-use development, and encourage development around public transit facilities. Bicycle, pedestrian, and transit connections should also be improved between employment, residential, and shopping centers.*
- *Improve Mobility and Connections between Travel Modes- The Plan should seek to improve travel options for all transportation users, and particularly for senior citizens, people with disabilities, and low-income groups. Public transit service should be expanded and bicycle pedestrian, and public transit connections between employment, residential, and shopping centers should be improved...*
- *Integrate Transportation, Land Use, and Site Design- The Plan should seek to target transportation enhancements and develop land use policies that improve existing town centers, promote mixed-use development, permit increased densities at public transit facilities, and limit sprawl development. The site design and review process should be improved to better link transportation and land use planning.*

As previously indicated in this Circulation Plan Element Update, the proposed 'Complete Streets' are in compliance with the NJDOT policy adopted in 2009.

CIRCULATION PLAN CONCEPT

The Complete Streets network of existing and new roads that are intended to serve the proposed Town Center and the Transit Ready Development District will provide more efficient, coordinated access for pedestrians and bicyclists, as well as vehicles.

In order to promote proposed transportation improvements, as well as connectivity and pedestrian friendly access, the following guidelines are proposed:

- The completion of the Route 206 Bypass shall provide the impetus for creating a complete 'Main Street' in Town Center using the existing Route 206 right-of-way with appropriate improvements, such as pedestrian and bicycle accessibility, landscaping, lighting and on-street parking.
- A transit facility is recommended near the interchange between Amwell Road and the Route 206 Bypass at the existing freight rail line. This may incorporate bus service, as well as future rail service.
- New through roads are proposed to connect Hamilton Road with Amwell Road, as well as Raider Boulevard with Steinmetz Road, Amwell Road, the proposed transit facility and existing Route 206 ('Main Street'). No through access will be permitted in existing residential developments between Amwell Road and Hamilton Road.
- All road improvements are designed to accommodate pedestrian and bike access, as well.
- Extending Raider Boulevard to Steinmetz Road forming a southern loop is important for pedestrian, bike and vehicular access recognizing, however, that wetlands restrictions may make such an improvement cost prohibitive.
- A Transportation Improvement District is recommended to fund necessary improvements.
- The utilization of existing street right-of-ways is encouraged to accommodate the proposed street improvements, wherever practicable.
- Proposed new streets should be sited to encourage additional business opportunities with frontage on both sides, wherever practicable.
- Buildings should be designed to front on all streets within the Town Center and Transit Ready Development District. Parking shall be located behind the buildings and common access shall be incorporated in coordination with adjoining properties, as appropriate, to limit the number of curb cuts. This is necessary to maintain the attractiveness of the area for business while providing for safe, efficient pedestrian, bicycle and traffic flow.

CIRCULATION PLAN ELEMENT UPDATE-SUMMARY AND RECOMMENDATIONS

The 2005 Master Plan Amendment-Phase 2 indicates a number of planning concepts related to circulation that particularly affect the proposed Town Center and the Transit Oriented Village (which is being re-envisioned as the Transit Ready Development District). These include proposed Complete Streets right-of-way design standards for the portion of existing Route 206 to become Main Street in Town Center, Amwell Road between existing Route 206 and the Bypass and a new east-west street between Amwell Road and New Amwell Road in proposed Town Center. Also, it was noted that proposed Town Center should be pedestrian friendly with traffic calming measures and bikeway links to surrounding neighborhoods.

Many of the Master Plan Concepts for this Circulation Plan Element Update were recommended in the 2005 Master Plan Amendment-Phase 2, including new pedestrian and bicycle linkages between the Town Center and the Transit Ready Development District (as being proposed) and the potential use of a Transportation Improvement District in order to fund necessary improvements.

The Route 206 Bypass will bisect the Transit Ready Development District in a north-south alignment with an intersection at Amwell Road. The completion of this road will enable a portion of existing Route 206 to be converted into 'Main Street' in Town Center with appropriate improvements, including landscaping, lighting, pedestrian and bicycle accessibility and on-street parking provided.

A transit facility is proposed near the interchange between Amwell Road and the Route 206 Bypass adjacent to the existing rail freight line. This was originally proposed as a commuter rail station on the restored West Trenton Rail Line in the 2005 Master Plan Amendment-Phase 1, however, due to a number of factors previously indicated, the reactivation of this commuter rail line is a more distant opportunity at this time and the Township is actively discussing bus service with NJ Transit such that a bus facility could be created in anticipation of a future rail station at this location.

This Update also recommends that a number of east-west and north-south service roads be constructed in conjunction with the development of the proposed Town Center and Transit Ready District. Most of these service roads will be built without medians, but the major north-south service road tying in to Steinmetz Road and a potential future bridge over wetlands to Stryker Lane will have a median. All proposed service roads will be Complete Streets with sidewalks, bicycle lanes and travel lanes for vehicles in order to encourage and enhance a variety of travel options. The proposed service roads in both the Town Center and the Transit Ready Development District are indicated on the accompanying 'Proposed Street Network' map.

Improvements are also recommended to change a portion of existing Route 206 into Main Street through Town Center containing a landscaped median, on-street parking, wide sidewalks, bike lanes and vehicle travel lanes. Amwell Road through Town Center will be similarly improved, subject to concurrence by Somerset County.

The recommended new roadways and roadway improvements to existing roads are intended to provide connectivity, as well as a pedestrian friendly environment in the proposed Town Center and the Transit Ready Development District. It is also intended that the road network being recommended will serve to further encourage new development opportunities that will create local jobs while providing an attractive design that will, in turn, serve to enhance pedestrian friendly access.

**TOWNSHIP OF HILLSBOROUGH
COUNTY OF SOMERSET
STATE OF NEW JERSEY**

**A RESOLUTION OF THE TOWNSHIP OF HILLSBOROUGH PLANNING
BOARD ADOPTING THE MASTER PLAN AMENDMENT-LAND USE
ELEMENT/TRANSIT READY DEVELOPMENT DISTRICT AND
CIRCULATION PLAN ELEMENT UPDATE AND ENDORSING
SPECIFIC AREAS OF REVISIONS TO THE TOWNSHIP ZONING
ORDINANCE**

WHEREAS, the Hillsborough Township Planning Board (the "Board") has created a Master Plan subcommittee (the "subcommittee") to propose specific recommendations for revisions and modifications to the Master Plan; and

WHEREAS, the subcommittee has proposed an Amendment to the Master Plan-Land Use Element/Transit Ready Development District and Circulation Plan Element Update, as set forth in a report dated January 2013 from Robert Ringelheim, the Township Planner, to the Board. This report is attached to and made a part of this resolution and of the permanent public record of the deliberations of the Board; and

WHEREAS, the focus of the Master Plan includes, among other things, the conceptual creation of the Transit Ready Development District and a Circulation Plan Element Update addressing alternative access, bikeways and pedestrian ways in Town Center and the Transit Ready Development District; and

WHEREAS, the Master Plan is a Smart Growth plan designed to best promote the public health, welfare, and interest by stressing development in the areas with the most available infrastructure and away from conservation and preservation areas so as to avoid sprawl; and

WHEREAS, the Master Plan further attempts to address the serious and seemingly intractable traffic problems on the Route 206 thoroughfare by the creation of a Main Street area on the existing road in conjunction with the Route 206 bypass proposed by the New Jersey Department of Transportation, the realization of which is in part dependent on a viable and sensible Master Plan; and

WHEREAS, public input has been solicited by the Board through the public meeting on this matter, and members of the public have the opportunity to make their opinions known; and

WHEREAS, the Board, after much deliberation and reflection has done its utmost to balance the needs and desires of the residents and taxpayers of Hillsborough Township with the rights of developers and future growth.

NOW, THEREFORE, be it resolved by the Hillsborough Township Planning Board, County of Somerset, State of New Jersey, as follows:

1. The proposed Master Plan amendment should be supported by an ordinance or ordinances or other appropriate language setting forth the phasing of residential construction in the Transit Ready Development District whereby a mass transit facility is required to be provided prior to the approval of residential development. This phasing may be by square footage, percentage of total construction, ratio of commercial to residential construction, improvements to infrastructure, and/or other reasonable and appropriate standards comprehensible to applicants for development approval.

2. The delineated "mixed use development" includes the portion of the Transit Ready Development District around the proposed mass transit facility.

3. Roycebrook Estates and the adjoining area extending to the Route 206 bypass should be designated as part of a transitional district, consisting of a mix of lower-density uses.

4. Bicycle and pedestrian links between the Town Center and the Transit Ready Development District and related transportation improvements may require the creation of a Transportation Improvement District. The creation of such Transportation Improvement District and other appropriate transportation improvement funding mechanisms is encouraged.

5. The access onto the roads serving Roycebrook Road in the area may be reversed to Hamilton Road, and access to Amwell Road closed for the residential development, in order to discourage cut-through traffic in the residential area. The provision for future reversal of such access is hereby explicitly endorsed. The actual decision to open the new access will be made by the Township Committee if and when deemed appropriate.

6. Building heights should scale down and away from the residential areas, with a maximum of three (3) stories in the Transit Ready Development District.

7. Developers should be encouraged to design green buildings that use renewable energy sources.

8. In all other respects, the comments of the subcommittee are incorporated into this resolution as though fully set forth herein.

By: Steven N. Sireci, Jr.
Steven Sireci, Jr.
Hillsborough Township Planning Board Chairman

I, Debora Padgett, Clerk to the Planning Board of the Township of Hillsborough, County of Somerset, do hereby certify that this is a true and exact copy of a Resolution adopted by the Township Planning Board of the Township of Hillsborough on March 14, 2013.

Debora Padgett
Debora Padgett
Hillsborough Township Planning Board Clerk

	<u>For</u>	<u>Against</u>	<u>Abstain</u>	<u>Absent</u>	<u>Not Eligible</u>
Frank DelCore, Mayor				X	
Michael Merdinger	X				
Gloria McCauley, Committeewoman	X				
Tod Mershon, Secretary	X				
Neil Julian	X				
Sam Conard	X				
Robert Wagner, Jr.	X				
Steve Cohen, Vice Chairman	X				
Steven Sireci, Jr., Chairman	X				
Daniel Marulli, Alt. #1	X				
Robert Peason, Alt. #2					X