

REDEVELOPMENT PLAN

BLOCK 99, LOTS 3.213, 8.041, AND 14.04

SOUTH BRUNSWICK, NJ



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1. INTRODUCTION

The Princeton Nurseries Redevelopment Plan (the “Plan” or “Redevelopment Plan”) applies to the properties in the Township of South Brunswick along U.S. Route 1 and Ridge Road identified on the Township’s tax maps as Block 99, Lots 3.213, 8.041, and 14.04 (the “Area, “Redevelopment Area,” or “Redevelopment Plan Area”).

Despite its location along the busy U.S. Route 1 corridor, the Redevelopment Area has remained undeveloped in recent decades. No physical improvements exist within the Area which lies vacant save for its vegetation. This condition is atypical of nearby areas of the U.S. Route 1 corridor, which have experienced revitalization and investment throughout the years.

In light of these observed conditions, the Township of South Brunswick elected to explore the utilization of the redevelopment powers granted to municipalities under the Local Redevelopment and Housing Law (the “LRHL”) (N.J.S.A 40A:12A-1, et. Seq). Following an assessment of the Area, the Area was designated as a non-condemnation area in need of redevelopment by the Township Council on April 3, 2024, via resolution #14632. This resolution is included as **Appendix C**.

This Redevelopment Plan was prepared following the designation of the Area as an area in need of redevelopment. The Plan sets forth parameters for the holistic redevelopment of the Area in a matter in accordance with the vision of the Township’s Master Plan and associated documents. The principles set forth in this plan encourage a mixture of uses, protection of environmentally sensitive areas, and respect for the nearby residential areas of the community.

In accordance with the LRHL [N.J.S.A. 40A: 12A-7.a.2], this Redevelopment Plan establishes the following proposed requirements for the Redevelopment Plan Area:

- Land Uses
- Bulk Standards
- Design Criteria
- Building Requirements
- Electric Vehicle Infrastructure

Appendix A includes additional information regarding the policies and procedures associated with the LRHL. **Appendix B** details the relationship between this Redevelopment Plan and other planning documents, as is required by the LRHL.

The provisions set forth in the Redevelopment Plan shall supersede the development standards set forth in the Municipal Land Use Ordinance of the Township of South Brunswick (“Land Use Ordinance”) adopted by the Township of South Brunswick. Any standard, definition, or regulation in the Township of South Brunswick Municipal Code that is not specifically addressed by a superseding standard, definition, or regulation in this Redevelopment Plan shall apply as part of this Redevelopment Plan. This Redevelopment Plan also constitutes an amendment to the South Brunswick zoning map to remove the OC zone designation within the limits of the Plan Area.

2. SITE DESCRIPTION

2.1 Site Location + Existing Conditions

The Area is located in the southwestern section of South Brunswick. It is bounded by U.S. Route 1 to the east, Ridge Road to the north, the Mapleton Preserve to the west, and parcels owned by the Trustees of Princeton University and Plainsboro Township to the south. The Area is one of the largest undeveloped parcels with frontage along Route 1, which is a major corridor that features a wide mixture of primarily commercial uses.

The Redevelopment Plan Area is comprised of three properties.

- Block 99, Lot 3.213: 9 acres
- Block 99, Lot 8.041: 10.43 acres
- Block 99, Lot 14.04: 142.87 acres

The closest uses to the Redevelopment Area include a cluster of hotels, commercial properties, and apartment complexes. Several hotels line Route 1 to the site's east. South of the Area is the Princeton University affiliated research park named Forrestal Center. This corporate office center included spaces of over 200 corporations prior to 2020. Also south of the Area are the Forrestal Village Community, a condominium complex, Princeton Windrows, a retirement community, and Barclay Square apartment complex to the southwest.

To the northwest and moving away from Route 1 are over 400 acres of fields, forests, and trails running parallel to Heathcote Brook. Those comprise the Kingston Greenways South network of preserved space, which also includes parks such as Heathcote Meadow County Park and natural areas such as the Mapleton Preserve and the Cook Natural Area.

The Area is currently vacant and lacking in significant improvements. It contains vegetation consisting of grass, meadow species, planted trees and shrubs and wooded areas. A stream runs through the property, entering Lot 3.213, then traveling southeast through Lot 14.04 before crossing into Plainsboro and running underneath U.S. Route 1. Most remaining physical improvements associated with Princeton Nurseries remain on the property that became the Mapleton Preserve; however, there are signs of the Area's former use in the windrows planted across the fields to protect nursery crops.

2.2 Property History

The Area contains land commonly referred to as Princeton Nurseries. The property's usage as a nursery dates back to the early twentieth century when, after more than two years of traveling and deciding where to expand, the operator of F&F Nurseries, William Flemer Sr., chose Kingston, New Jersey as the location to expand his operation. The location was chosen due to its proximity to transportation networks via the Delaware & Raritan Canal and Pennsylvania Railroad (Rocky Hill Branch) and its position between two major markets (New York and Philadelphia). F&F continued its expansion in the next decade and grew so much that it would separate from F&F Nurseries in 1930 and assumed the name "Princeton Nurseries." The Nurseries included the Redevelopment Area, as well as land across the municipal border in Plainsboro.

Princeton Nurseries maintained a presence in South Brunswick, as well as in nearby Plainsboro, West Windsor, and Franklin Township, for nearly 80 years. Between these

municipalities, Princeton Nurseries farmed anywhere from 1,200 acres and 1,500 acres at its peak, purchasing homesteads and providing housing to nursery employees.

The company began purchasing land in Allentown, New Jersey, in 1962 and moved its entire operation there in 1995 after years of reduced use of the Kingston site following John Flemer's death in 1982. In the years following his death, the Flemer family sold approximately 500 acres of Princeton Nurseries to Princeton University. This included the Redevelopment Area and most of Princeton Nurseries' remaining land including land west of Route 1 and south of the nursery core along Mapleton Road (today known as Mapleton Preserve), as well as the portion of the former Princeton Nurseries located across the Township border in Plainsboro.

Princeton's acquisition of the area was part of a larger effort to acquire land in the surrounding area throughout the second half of the 20th century. In 1951, the University acquired the nearby 825-acre Rockefeller Medical Institute to the east of Route 1 and developed it into the James Forrestal campus. They acquired land formerly leased to Princeton Nurseries from St. Joseph's Seminary and developed it between the 1970s and early 2000s. This generally coincided with a dramatic increase in development along Route 1. Examples of properties developed in this area include the Forrestal Village Shopping Center, Princeton Landing / Forrestal Village, Barclay Square, and Princeton Windrows.

In 2003, after at least one prior attempt to develop the Redevelopment Area stalled, the Planning Board of the Township reached an agreement with the Trustees of Princeton University that outlined future development of the site. This agreement was memorialized via a General Development Plan Developer's Agreement ("GDP Agreement") adopted in 2004. One key provision of agreement laid out the since completed transfer of 52 acres to the Township and State through the NJ DEP Green Acres Program that resulted in the present-day Mapleton Preserve. A second key provision established a range of 900,000 to 1,800,000 square feet of commercial square footage permitted in the Area. A third key provision noted that Princeton University had received a permit from the NJ DOT to connect the intersection of Independence Way and U.S. Route 1 in South Brunswick to College Road W / Seminary Avenue in Plainsboro ("Loop Road") in 2004. Work on the Loop Road entrance at Independence Way occurred around 2008, but corresponding improvements across the site were never completed. At the time of this report, nearly twenty years after the execution of the General Development Plan Developer's Agreement, the plan remains unimplemented, and the site remains undeveloped.

2.3 Existing Zoning



Figure 1 Existing Zoning Map.

The tax lots within the Area lie within the Office Corporate or Residential 1 (single-family / cluster) zones. Lot 14.04 is zoned Office/Corporate, which allows for corporate offices, hotels, conference centers, and high-technology research facilities. Lots 3.213 and 8.041 are zoned to the R-1 single-family district, where permitted uses include single-family dwellings, farms and agricultural activities, or public recreation. As noted, the properties are subject to the terms of the GDP Agreement.

2.4 Environmental Features

The Area's most identifiable physical is its vegetation consisting of grass, meadow species, planted trees and shrubs, and wooded areas. A stream runs through the property, entering Lot 3.213, then traveling southeast through Lot 14.04 before crossing into Plainsboro and running underneath U.S. Route 1.

The property is subject to deed restrictions that relate to the condition of the soils on site. These deed restrictions stem from prior use of the site and "historically applied pesticides" that "remain in certain areas of the Property that do not allow for the unrestricted use of the Property." The restricted area is shown in the map below.

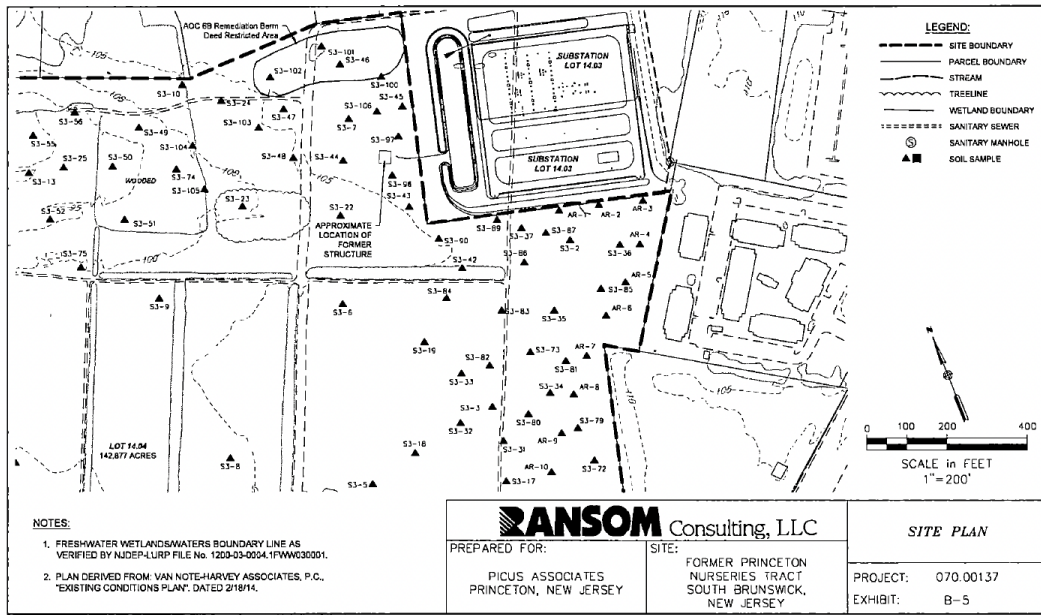


Figure 2 Site Map Showcasing Soil Conditions on Site.

A second environmental condition that will impact redevelopment of the site is the presence of wetlands. These wetlands, shown in the map below, significantly impact the development potential of the site, and generally run alongside an existing conservation easement agreement involving the Delaware and Raritan Canal Commission of the State of New Jersey.



Figure 3 Existing Wetlands on Site.

3. VISION, GOALS, AND OBJECTIVES

3.1 Plan Vision

This Redevelopment Plan and the parameters within are envisioned to facilitate the redevelopment of the area in a manner that stimulates economic development while protecting environmentally sensitive areas, and providing mindful protections for the viewshed along U.S. Route 1 and nearby residential areas. The Land Use parameters are intended to facilitate a unified and cohesive development scheme for the Area with an integrated circulation pattern. Finally, it is envisaged that this Plan will add value to surrounding areas, potentially by improved recreation opportunities via access to regional trails like the Delaware and Raritan Canal trail network, and by creating accessible employment opportunities for Township residents.

3.2 Plan Goals

The Specific goals of the Redevelopment Plan are as follows:

- Revitalize a languishing vacant site with economically viable development.
- Stimulate economic investment in the Area.
- Provide for enhanced tax rates that will benefit South Brunswick Township and its residents.
- Protect and enhance viewsheds from U.S. Route 1 and nearby residential areas with appropriate building setbacks and buffering requirements.
- Create a cohesive development plan that also provides for an appropriate transition of uses from U.S. Route 1 to the inland sections of the tract.
- Provide for safe and cohesive circulation patterns throughout the site for all users.
- Protect environmentally sensitive areas.
- Enhance access to local and regional recreation and open space resources through trail connections.
- Coordinate design for public spaces and streetscape elements to ensure a cohesive, safe, and attractive public realm.
- Encourage environmental sustainability through the incorporation of green infrastructure, energy efficient commercial spaces, and solar installations in suitable locations.

4. LAND USE

4.1 Development Districts

This Redevelopment Plan establishes three separate districts with distinct permitted uses and development standards while maintaining a cohesive development pattern. This unified development across the three districts is intended to be served by a new internal access road connecting U.S. Route 1 to the Township of Plainsboro border in the southwestern portion of the Area.

The District A – Route 1 Gateway District is intended to provide development that is consistent with those currently situated along the U.S. Route 1 corridor such as offices and hotels, while allowing opportunities for more innovative uses such as life sciences, high tech laboratories and data centers. District A is the only district which includes more publicly interfacing uses such as retail, commercial, and service facilities. Frontages along U.S. Route 1 will be exclusively located within this District.

The District B – Flex / Light Industrial District accounts for the majority of the overall Redevelopment Area. It allows for the same uses as District A with the exception of retail, commercial, and service facilities while providing for warehousing and distribution centers and flex industrial facilities. The standards for this district also include significant setbacks and buffering to mitigate the impact of development on the nearby residential areas which are consistent with the Township’s existing zoning standards. It is within this District that the stream traverses the Redevelopment Area and where connections to the Delaware and Raritan Canal and the the existing “Nursery Trail” located within the adjacent Mapleton Preserve should be established.

The third and final district, the District C – Transitional / Office District is intended to provide a transitional area between the more industrially oriented District B and the adjacent areas of Plainsboro by only allowing for offices, research and life science facilities, and flex-type uses.

The conceptual boundaries of the District Tracts, which may be modified provided each individual district meets the Minimum District Tract Area requirements included herein, are reflected in the figure below.

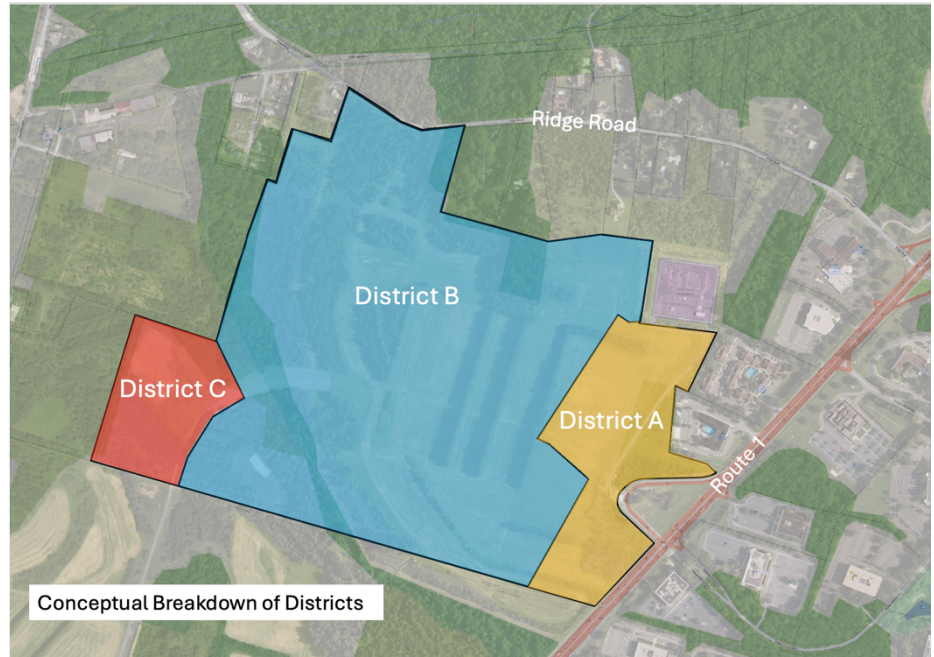


Figure 4 Breakdown of Proposed Districts.

4.2 Definitions

ASSEMBLY OF HIGH-TECHNOLOGY AND ELECTRONIC EQUIPMENT – shall mean a facility in which advanced electronic technology and/or computational devices are assembled and finished for distribution.

CHILD CARE FACILITY – Shall mean any facility which is maintained for the care, development or supervision of children who attend the facility for less than 24 hours a day, and which is licensed as a childcare center by the Department of Human Services. This term shall not include any of those facilities or uses which are not included within the definition of "child care center" contained in the Child Care Center Licensing Act.

DISTRICT TRACT – shall mean the lands comprising each individual District (i.e. Districts A, B, and C)

FLEX INDUSTRIAL FACILITY – shall mean a building designed to accommodate multiple tenants within one structure that may be comprised of a combination of uses, including warehousing, storage, office space, and light industrial uses such as production, manufacturing, light manufacturing assembly, and fabrication of goods.

HOTEL – shall mean an establishment providing, for a fee, sleeping accommodations and customary lodging services, including maid service, the furnishing and upkeep of furniture and bed linens, and telephone and desk service.

LIFE SCIENCES– shall mean biological or healthcare-related industries primarily engaged in research, development, experimentation, design, production, engineering, manufacturing, and assembly in biotechnology, medicine, pharmacology, medical devices, pharmaceuticals, environmental science, and

similar fields, and which may also include office and administrative uses, laboratories, vivaria, pilot plants and warehousing and distribution.

MEDICAL OFFICES – shall mean a professional office where the services of one or more practitioner can be obtained and where patients are studied or treated on an outpatient basis and where no overnight accommodations are provided.

RECREATIONAL FACILITY – shall mean a place designed and equipped for the conduct of sports and leisure time activities. Recreational facilities may include, but are not limited to, uses such as bowling alleys, basketball courts, active ball fields, sports domes, or amenities to support picnicking and lounging.

REDEVELOPMENT PLAN AREA – shall mean the 162.37-acre assemblage of land comprised of Block 99, Lots 3.213, 8.041, and 14.04 at the time of adoption of the Redevelopment Plan.

RETAIL COMMERCIAL AND SERVICE FACILITIES – shall mean the rendering of services, entertainment, or products to the general public. This may include shops, stores, theatres, publicly accessible health and fitness facilities, studios for the instruction of the arts, including dance studios, music, gymnastics, or martial arts, museums and galleries, retail showrooms, and pet care facilities. This may also include personal services involving the care of a person or their goods or apparel. Typical personal services include but are not limited to: cosmetology shops; barber shops; beauty salons; nail salons; spas; and physical therapy.

SCIENTIFIC OR HIGH-TECHNOLOGY LABORATORIES DEVOTED TO RESEARCH, DESIGN, EXPERIMENTATION OR PRODUCTION – shall mean a facility dedicated to the research, development, and testing of advanced electronic technology and computational devices.

4.3 Use Standards

4.3.1 District A – Route 1 Gateway District

Permitted Principal Uses

- Professional, executive, and corporate offices
- Medical offices
- Life sciences
- Scientific or high-technology laboratories devoted to research, design, experimentation or production
- Assembly of high-technology and electronic equipment
- Data centers
- Hotels
- Retail commercial and service facilities
- Child-care facilities
- Self-storage facilities
- Indoor and outdoor recreational facilities

Permitted Accessory Uses¹

- Off-street parking areas, including surface and structured parking
- Off-street loading areas
- Solar canopy structures
- Guard houses
- Warehousing and distribution related to and supporting a principal permitted use
- Underground storage tanks accessory to the principal use
- Sale of products incidental or accessory to the principal use
- Retail commercial and service facilities incidental or accessory to a permitted principal use
- Any other use or structure which is customarily incidental to a principal permitted use

4.3.2 District B – Flex / Light Industrial District**Permitted Principal Uses**

- All uses permitted in District A, with the exception of retail commercial and service facilities.
- Warehousing and distribution
- Fulfillment centers
- Flex industrial facilities

Permitted Accessory Uses

- Off-street parking areas, including surface and structured parking
- Off-street loading areas
- Solar canopy structures
- Warehousing and distribution related to and supporting a principal permitted use
- Underground storage tanks accessory to the principal use
- Sale of products incidental or accessory to the principal use
- Retail commercial and service facilities incidental or accessory to a permitted principal use
- Any other use which is customarily incidental to a principal permitted use

4.3.3 District C – Transitional / Office District**Permitted Principal Uses**

- All uses permitted in District A, with the exception of retail commercial and service facilities.
- Flex industrial facilities

Permitted Accessory Uses

- Off-street parking areas, including surface and structured parking

¹ For all District Tracts, accessory structures shall be subject to the same setback requirements listed for principal structures, unless otherwise noted.

- Off-street loading areas
- Solar canopy structures
- Warehousing and distribution related to and supporting a principal permitted use
- Sale of products incidental or accessory to the principal use
- Retail commercial and service facilities incidental or accessory to a permitted principal use
- Any other use which is customarily incidental to a principal permitted use.

4.4 **Bulk Standards**

4.4.1 District A – Route 1 Gateway District

- Minimum District Tract Area: 20 contiguous acres, which shall include all Redevelopment Plan Area frontage along Route 1
- Minimum principal building setbacks:
 - From U.S. Route 1: 100'
 - From any other Redevelopment Area District Tract boundary: 50'
 - From any other Redevelopment Plan Area boundary: 50'
 - From any South Brunswick residential zone boundary: 200'
 - From public or private internal roadways: 35'
- Minimum parking setbacks:
 - From U.S. Route 1 and any other Redevelopment Area Tract boundary: 40'
 - From public or private internal roadways: 25'
- Maximum principal building height: 5 stories/70'²
- Maximum height of accessory parking structure: 70'

4.4.2 District B – Flex / Light Industrial District

- Minimum District Tract Area: 100 contiguous acres
- Minimum principal building setbacks:
 - From South Brunswick residential zoning district: 200'
 - From any other Redevelopment Plan Area Boundary: 50'
 - From any boundary with Plainsboro: 200'
 - From public or private internal roadways: 35'
- Minimum parking setbacks:
 - From South Brunswick residential district: 200'
 - From any other Redevelopment Plan boundary: 40'
 - From public or private internal roadways: 25'
- Maximum principal building height: 5 stories/70'
- Maximum height of accessory parking structure: 70'

² The exceptions to height limits set forth at §62-2341 of the Township ordinance shall apply throughout the Redevelopment Plan Area (including all Districts).

4.4.3 District C – Transitional / Office District:

- Minimum District Tract Area: 10 contiguous acres, which shall include the western most portion of the Redevelopment Plan Area along the Plainsboro border
- Minimum principal building setbacks:
 - From any boundary with Plainsboro: 200'
 - From any other Redevelopment Plan Area boundary: 50', or the height of the building, whichever is greater.
 - From public or private internal roadways: 35'
- Minimum parking setbacks:
 - From any other Redevelopment Plan Area boundary: 50'
 - From public or private internal roadways: 25'
- Maximum principal building height: 5 stories/ 70'
- Maximum height of accessory parking structure: 70'

4.5 Coverage Ratios

- Maximum building and structure coverage: 35% of the Redevelopment Plan Area
- Maximum lot coverage, including buildings, structures, paving, sidewalks, and similar impervious features: 55% of the Redevelopment Plan Area

4.6 Density Standards

- Maximum Floor Area Ratio: 0.30 (exclusive of any floor area devoted to structured parking.)

4.7 Parking and Loading

<u>Use</u>	<u>Requirement</u>
Medical Office	4 per 1,000 SF GFA
Recreational Facility	1 per 150 SF GFA
Scientific or High-Technology Laboratories; Life Sciences	1 per 800 SF GFA
Assembly of High-Technology and Electronic Equipment	1 per 5,000 SF GFA
Data Center	1 per 5,000 SF GFA
Flex Industrial	1 per 5,000 SF GFA
Self-Storage	1 per 10,000 SF GFA
Child Care	1 per 7 children, plus 1 per employee on the maximum shift
Office	3.3 per 1,000 SF GFA

- The Minimum parking requirements for uses not listed in this section shall comply with “Sec. 62-1791. - Parking space requirements” of the South Brunswick Ordinance.
- At least 1 loading space shall be provided per 10,000 SF of GFA for warehousing and distribution, fulfillment center, and flex industrial facilities.
- At least 1 loading space shall be provided for each principal structure housing medical offices, scientific or high-technology laboratories, high-technology and electronic assembly facilities, life science facilities, data centers, hotels, self-storage facilities, and retail and commercial uses. Where a principal structure houses multiple uses, the loading space may be shared.
- Requirements for electric vehicle supply / charging equipment shall be governed by the New Jersey Department of Community Affairs Model Statewide Municipal Vehicle Electric Ordinance, pursuant to P.L. 2021, c.171. All definitions associated with P.L. 2021, c.171 shall prevail in this Redevelopment Plan

4.8 Bicycle Parking:

- At least one bicycle parking space shall be provided per 25,000 square feet of GFA.
- Bicycle parking should be sited in a highly visible location to discourage theft and vandalism, and promote awareness of availability.
- Bicycle parking should be located so as to provide a minimum of 4’ of unobstructed passage along sidewalks or pedestrian paths, and at least 2’ in all directions from walls, doors, landscaping or other obstructions that would render use of bike racks impractical.
- Bicycle parking within automobile parking areas shall be separated by a physical barrier to protect bicycles from damage by cars.
- Bike racks must be securely attached to concrete footings and made to withstand exposure to the elements.

4.9 Signage

- Division 7: Signs of the Township Ordinance shall apply.
- Signage within the Plan area shall comply with the Zoning District Standards requirements set forth in Chapter 62-1822(a) of the Township Ordinance, with the following exceptions:
 - Wall signs, for all uses except Flex Industrial Facilities
 - No more than two exterior wall signs shall be permitted for each use. The area of each such sign shall not exceed two percent of the area of the wall to which it is affixed. The wall area shall be calculated by the measurement of the wall area from ground level to the bottom of the roof eaves. No wall sign shall extend further than 15 inches from the face of the building, and where a sign extends more than three inches from the face of

such wall, the bottom of the sign shall not be closer than ten feet to the ground level below the sign. The maximum width shall not exceed 90 percent of the width of the wall to which the sign is attached. Building address numbers are required for each building facing the street providing access to the site. They are not part of the calculations for wall signs. Building address numbers are limited to two percent of the area of the wall to which numbers are attached.

- Wall signs, for Flex Industrial Facilities
 - Each building may employ one wall sign per tenant provided that the sign is not closer than two feet to the adjacent tenant or edge of the building. Such signs shall not exceed 15 percent of the total wall area. Two signs may be painted on the windows and/or doors of businesses, bearing the name, street number or type of business, provided that there shall be not more than one sign on each window or door and that the total area of all signs shall not exceed ten square feet. Overhanging wall signs are not permitted.

4.10 Access and Circulation

- A new roadway through the site from U.S. Route 1 to Plainsboro shall be provided to serve as the main arterial road for all site users. This road shall provide for all vehicular access to the site from Route 1. No access from Ridge Road is permitted. The general orientation of the proposed roadway (the “Arterial”) is shown in the diagram below.

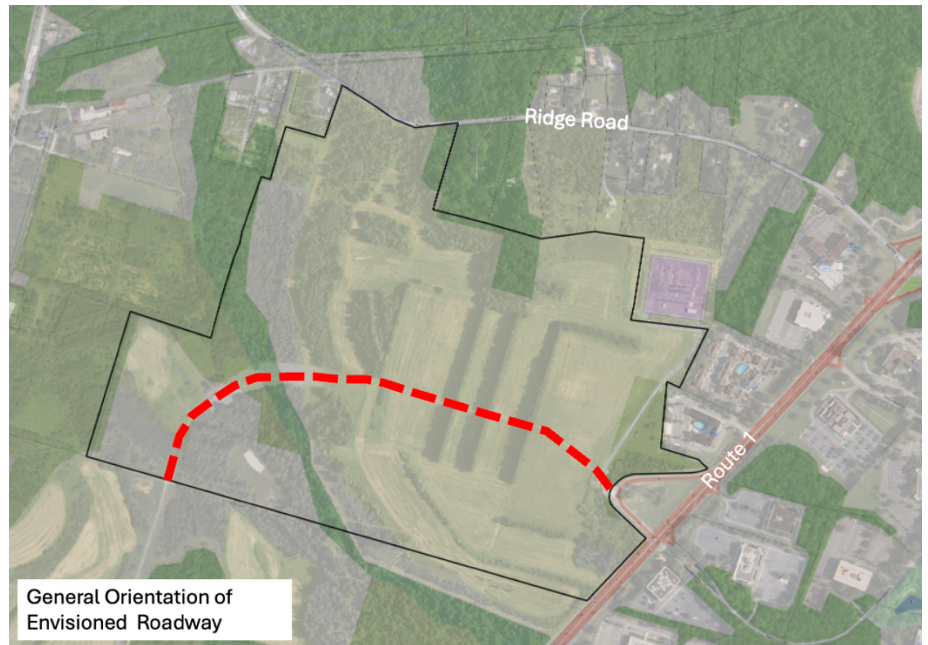


Figure 5 Envisioned Roadway Map.

- The Arterial shall include sidewalks with a minimum width of 5' on both sides of the street. One side of the Arterial shall include an off-street shared use path with sufficient minimum width to accommodate shared use by pedestrians and cyclists.
- Access roads from the Arterial to principal buildings shall include sharrows and sidewalks.
- Clearly delineated and ADA accessible pedestrian access shall be provided from all parking areas and internal roadways to provide safe and unobstructed pedestrian travel to all building entrances.
- An appropriate public pedestrian/bicycle path system shall be provided for recreational use and to provide path linkage to adjacent open space, recreational and residential areas. The details of this system should be conceptually depicted within concept plans attached to the Redevelopment Agreement and are subject to approval of the Planning Board.

4.11 Open Space

- An on-site park which measures no less than 25,000 square feet shall be created. While the park shall be publicly accessible, it should be designed primarily for enjoyment by employees of the use with the Redevelopment Plan Area. It may include a mixture of active and passive uses. The park shall be privately maintained by the redeveloper.
- The on-site park requirement be satisfied with up to four separate parks, however no individual park may be less than 10,000 square feet.
- Opportunities to enhance the existing conservation Delaware and Raritan Canal Commission easement that runs through the

property should be sought, including but not limited to the provision of passive recreational amenities such as seating or interpretive signage on the area's unique history. Any specific obligations shall be outlined in the Redevelopment Agreement.

- The Redeveloper shall make efforts to connect to open space trail network at adjacent Mapleton Preserve and/or provide trail access throughout the conservation easement as permitted. Any specific obligations shall be outlined in the Redevelopment Agreement.

4.12 Buffering + Landscaping

- The buffer area between the Redevelopment Plan Area and the boundary line of any privately owned residentially zoned property shall be a minimum of 200 feet in width and shall include, at the discretion of the board, either:
 - A berm a minimum of ten feet in height plus landscaping sufficient to screen all nonresidential activities. Landscaping along the berm shall be comprised of staggered rows of evergreens and new and/or existing vegetation to ensure sufficient screening with a height of no less than 6' above the grade of the berm grade at planting. The berm should be undulating, and its geometric form (e.g., sloped sides) should be varied to provide for a less rigid and more natural appearance, but in no instance shall the slope of the berm exceed a 3:1 (width to height) ratio; or
 - A double row of mature trees a minimum of 15 feet in height sufficient to screen all nonresidential activities. The use or relocation of existing mature trees is encouraged.
 - No driveways, parking areas, loading areas, storage areas, buildings, or structures shall be located within the buffer area, except where required to provide direct driveway access to a street.
 - Stormwater management facilities may be located in the buffer area.
- Any outdoor storage, utilities, HVAC equipment, trash dumpsters and compactors within public view shall be screened so that the visual and acoustic impacts of these features are fully contained and screened from public view to the greatest extent possible.
- The perimeter of all surface parking and loading areas shall be screened by shrubs of at least 3' in height. Where parking or loading areas are adjacent to required district buffer areas, such buffer areas shall satisfy this requirement.
- A minimum of 5% of the interior parking areas shall be landscaped through the use of protected islands or peninsulas planted with

deciduous trees or low growing evergreen shrubs. This requirement shall not apply to loading areas.

- The utilization of green infrastructure such as raingardens and bioswales as part of interior landscaping and tree pits is strongly encouraged.
- Pollution resistant street shade trees are to be planted along both sides of the main arterial street, at regular intervals, forty feet (40') on center. Trees shall be a minimum of 3.5 caliper measured at 8' above the grade.

4.13 Site Design Standards

- Site entry gates into loading dock and truck court areas are to be located at least 100 feet from the Arterial or Redevelopment Plan Area boundary. Data Centers and their associated accessory structures shall be exempt from this requirement.
- Signs shall be provided indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.
- The site plan should provide for safe truck rest, amenity, and service areas, so drivers do not instead find other offsite areas to park that create sanitary and public health and safety nuisances for drivers, property owners, and the general public.
- Parking and loading uses should be located away from residential and recreational uses.
- Loading areas should not be located between structures and the Arterial, or between structures and Route 1, unless compliance with this standard would require the parking and loading areas to be located more closely to residential and/or recreational uses.
- Parking areas between structures and Route 1 should be minimized.
- Warehouse dock doors and other onsite areas with significant truck traffic and noise should be directed away from residential or recreational areas where feasible.
- Vehicular parking spaces shall be 9' in width and 18' in depth.
- Trailer parking stalls shall be 12' in width and 55' in depth.
- Loading spaces shall be 12' in width and 55' in depth.
- All parking areas shall meet or exceed American with Disabilities Act (ADA) standards.
- Areas shall be designated for employee pickup and drop-off where practicable.
- Traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals shall be integrated throughout the development.
- Site design shall provide adequate areas for on-site parking, on-site queuing, and truck check-in that prevent trucks and other vehicles from queuing, circling, parking, or idling on public streets.

- Signage shall be posted clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Signs and pavement markings should clearly identify traffic circulation patterns to minimize unnecessary on-site vehicular travel.
- Redevelopment shall comply with Article IV, Noise Control of the Township of South Brunswick ordinance.
- Ground mounted mechanical equipment shall be screened on all sides by landscaping.
- Sec. 62-202. - Steep slopes" shall apply, however impacts to existing berming and storm water areas shall be exempted from steep slope requirements.
- Fences for data centers, flex/industrial, and warehouse uses shall be exempt from Sec. 62-1872. - Material. Design of fences for these uses should be harmonious with overall site design.

4.14 Standards Applicable to Data Centers

- Design standards must ensure Data Centers conform with the noise requirements set forth in Sec. 42-142. - Maximum permissible sound levels.
- A third-party acoustic engineer should be employed to conduct a sound study at the proposed data center site. The sound study shall be submitted as part of the Site Plan Application. Baseline noise levels and projected noise levels should be included in the study. This study should also measure the sound levels at the nearest property lines zoned for residential use or recreational uses.
- A third-party acoustic engineer should be employed to conduct a sound study upon completion of the proposed data center, providing sound measurements on the sound levels emanating from the site during peak operation. This study should also measure the sound levels at the nearest property lines zoned for residential use or recreational uses.
- Upon commencing operation, the operator of the data center must provide an on-site liaison, during the hours of 8:00 a.m. and 10:00 p.m., who is responsible for responding to noise complaints relating to the operation of the data center.
- Aside from power outages, backup generators may operate during the hours of 8:00 a.m. to 10:00 p.m., from Monday to Friday, not including holidays.
- Ground mounted mechanical equipment that is needed for data center operation should be screened on all sides by an acoustical barrier or an alternative material that provides sound-proofing, as needed to comply with sound ordinance
- Fences for data centers may have a maximum height of 9'.

4.15 Sustainability Standards

- Development shall be in compliance with NJ’s Advanced Clean Trucks (“Act”) Rule encouraging the installation of zero-emission light- and medium-duty vehicles, prohibiting trucks from idling for more than ten minutes and requiring operators to turn off engines when not in use.
- Provision of electric truck charging stations is encouraged.
- Both interior-and exterior-facing signs shall be posted, including signs directed at all dock and delivery areas, that identify idling restrictions and displaying the contact information to report violations to NJDEP’s Environmental Hotline at 1-877 WARN DEP (1-877-927-6337), as well as the building manager.
- Operators should be encouraged to install and maintain, at the manufacturer’s recommended maintenance intervals, air filtration systems for the life of the project.
- Operators should be encouraged to install and maintain, at the manufacturer’s recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project and to make the resulting data publicly available in realtime.
- Operators are highly encouraged to install solar photovoltaic systems on the project site that is equal to or greater than the building’s projected energy needs.
- Any stand-by emergency generators utilized should be powered by a non-diesel fuel.
- Operators should be encouraged to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Site development should strive to comply with LEED green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- All buildings should strive to be LEED Silver or higher or comply with a comparable “green building” program at the same standard or higher.
- Cool pavement should be used throughout the facility to reduce heat island effects.
- Operational standards should restrict truck idling time, and encourage off-peak goods movement and staggered shifts, to minimize traffic impacts.

4.16 Lighting

- Site lighting shall be provided at the minimum level to accommodate safe pedestrian and vehicular movements without causing any off-site glare
- Redeveloper should strive to reduce light pollution and glare to the maximum extent possible, and should implement a site-wide

lighting program in compliance with International Dark Sky Association standards when possible.

- Equipping interior and exterior lighting with motion sensors that either turn lights off, or for exterior lighting, dim lights to 50-25% output after sundown when no motion has been detected for 10 minutes.
- Outdoor freestanding and wall-mounted lights shall not exceed 25' in height.
- All lighting fixtures utilized during construction shall be positioned away from the project's property lines and residential areas.
- Light fixtures shall utilize full cut-off light shields and/or anti-glare lighting.
- All lighting on site shall be directed toward into the interior of the site.
- All pedestrian pathways shall be lit for pedestrians in addition to any street lighting that is proposed.
- Except where otherwise superseded herein, development shall comply with "Sec. 62-208. - Lighting design standards."

4.17 Architecture + Building Design

- All buildings should face roadways. Parking and loading areas should be oriented to minimize visibility from roadways.
- As a mixed-use campus, the Redevelopment Plan Area will likely house a variety of building typologies. A harmonious aesthetic across buildings is encouraged, however homogeneity of architecture across buildings is discouraged.
- Primary entrances to buildings shall be clearly marked and architecturally framed.
- Ground floor level office facades, where included, should provide transparency to create a sense of visibility and openness with adjacent areas.
- Articulation in the form of material changes, color differentiation, brickwork, use of fenestration, and/or use of awnings and porticos should be used to break up facades and create a sense of building rhythm. Facades should be designed with articulation and openings in order to prevent blank walls.
- Blank walls are discouraged. Blank components of facades should be limited to the greatest extent possible but may be permitted where necessary to accommodate meter rooms, garage doors or loading zones, emergency exits, and other necessary architectural features.
- Landscaped buffers, artistic treatment, paint schemes, and other means by which to soften otherwise blank facades shall be employed.
- Fire escapes, if utilized, should be internal.
- Where architectural, accent lighting, and sign lighting is provided, it shall be off between the hours of 11:00 pm and 5:00 am.

4.18 Traffic Impact Study

Redeveloper(s) shall conduct a traffic impact study for any proposed redevelopment project within the Redevelopment Area, which shall be submitted to the Township Manager or their designee for approval, in consultation with the Township's consultants, prior to filing a site plan application, and which may be required as a component of a Redevelopment Agreement.

The traffic study shall conform with applicable standards published by the Institute of Transportation Engineers. The primary purpose of the traffic study is to determine whether additional infrastructure improvements will be necessitated by redevelopment of the Redevelopment Area, including but not limited to the ingress/egress of all vehicles onto Route 1. The traffic study shall also include any improvements required in connection with the implementation of this Redevelopment Plan and same shall be addressed in a Redevelopment Agreement to be executed by designated Redeveloper(s) and the Township.

The traffic study shall include, but shall not be limited to, an assessment of existing off-site features within the scope of the traffic study area:

- Traffic control devices
- Pedestrian crossings and sidewalks
- Geometries of existing and proposed rights-of-way
- Off-street and on-street loading areas
- On-street parking
- Interaction with nearby driveways, alleyways, and access points

5. ADMINISTRATION

5.1 Applicability

The standards and procedures contained within Section 5, Administration, shall apply to all projects within the Redevelopment Plan Area.

5.2 Validity of Plan

If any section, subsection, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be deemed by a court of competent jurisdiction to be invalid, such part(s) shall be severed and the invalidity thereby shall not affect, impair or invalidate the remainder of the Redevelopment Plan.

5.3 Computations

When a numerical calculation of zoning standards for a particular lot results in a fractional number, such numbers shall be rounded down to the next whole number for fractions less than .500 and rounded up for fractions .500 and above.

5.4 Other Actions by the Town in Furtherance of the Plan

Other actions may be taken by the Town in its sole discretion, to further the goals of the Plan. These actions may include, but shall not be limited to, provisions for public infrastructure necessary to service new development and vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment. The costs for such actions shall be borne by the designated redeveloper(s).

5.5 Redevelopment Entity

The Township Council of the Township of South Brunswick shall serve as the Redevelopment Entity to implement this Redevelopment Plan, designate Redeveloper(s) and enter into Redevelopment Agreement (s).

The Redevelopment Entity must designate a redeveloper or redevelopers for the Redevelopment Area and enter into a Redevelopment Agreement before the Planning Board shall have jurisdiction to accept the filing of a site plan application for new development within the Redevelopment Area.

- Usage of the word “developer”

Anytime the word “developer” is utilized in this Redevelopment Plan, the same shall mean the redeveloper or redeveloper(s) that may be designated by the Redevelopment Entity. It is the intention of this Redevelopment Plan that any new construction within the Redevelopment Area may only be undertaken by a designated redeveloper, which has entered into a Redevelopment Agreement with the Redevelopment Entity.

5.6 Approval Process

- Redevelopment Agreement Required

Prior to application to the Planning Board for Site Plan and Subdivision review, the Redevelopment Entity shall have designated the applicant as the redeveloper of the Redevelopment Area and entered into a redevelopment agreement with the

redeveloper. Only redevelopers with an executed redevelopment agreement with the Redevelopment Entity shall have standing to submit an application to the Planning Board. The following items may be included as attachments to any Redevelopment Agreement if required by the Township:

- Conceptual architectural renderings;
 - Conceptual site plans depicting entirety of Redevelopment Plan Area;
 - Conceptual building elevations;
 - Information regarding project phasing and proposed subdivisions if any;
 - Traffic impact study;
 - Noise impact assessment;
 - Lighting study
 - Tree removal plan;
 - Redevelopment timeline;
 - Description of redeveloper qualifications;
 - Description of redeveloper’s financial capability;
 - A construction traffic control plan shall be submitted before starting site work, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations. The plan shall seek to minimize impacts on roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic;
 - Landscape plan, detailing proposed buffering particularly along boundaries with adjacent residential properties;
 - Other items as required by the Township Council.
- Administration Review Required

After designation and execution of a redevelopment agreement, but prior to submission of a site plan or subdivision application to the Planning Board, the redeveloper shall submit site plan application materials to the administration, as defined in the applicable redevelopment agreement, for review as to consistency with the Redevelopment Agreement and Redevelopment Plan, and authorization to proceed. The Township, by and through the Administration, will be required to review and authorize same as a condition precedent to submission of an application before the Planning Board.

- Exemption for Data Centers

Site Plan Applications where Data Center(s) are the only proposed principal use shall be exempt from the Redevelopment Agreement Required and Administration Review Required sections above. Site Plan Applications where Data Center(s) are the only proposed principal use shall also be exempt from the Section 4.18 requirement to submit a Traffic Impact Study to the Township Manager prior to filing a Site Plan Application, however Traffic Impact Studies shall still be required as a component of the Planning Board’s review. For Data Center applications, execution of a Redevelopment Agreement shall be a condition of any Planning Board approval.

- Site Plan and Subdivision Review

Prior to commencement of construction, site plans for the construction of improvements within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et. seq.), shall be submitted by the applicants for review and approval by the Planning Board of the Township of South Brunswick so that compliance with this Redevelopment Plan can be determined.

Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan or otherwise established in the subdivision ordinance of the Township of South Brunswick. Parcels may be subdivided subject to Planning Board approval to allow for separate ownership and/or financing purposes. To provide design flexibility, there shall be no minimum lot area, depth, width, yard, or any other bulk requirements for the individual subdivided lots, provided that the project as a whole complies with the requirements of the Redevelopment Plan.

If subdivisions are proposed, easements or other legal instruments shall be created and implemented to ensure that the required access provisions of this Redevelopment Plan are maintained, to enforce any shared parking provisions, and to codify other relationships between the subdivided properties as necessary. Any such legal instruments shall be preliminarily identified in the Redevelopment Agreement. The form and content of these legal instruments shall be subject to the review and approval of the Township Attorney. Execution of these legal instruments may be a condition of Planning Board approval.

No construction or alteration to existing or proposed buildings shall take place until a site plan reflecting such additional or revised construction has been submitted to, and approved by, the Planning Board. This pertains to revisions or additions prior to, during and after completion of the improvements.

Redeveloper shall be required to obtain a Zoning Permit upon demonstration of compliance with all conditions contained in any resolution of approval from the Planning Board. Redeveloper shall be required to provide, prior to issuance of a zoning permit, copies of all approvals necessary to implement public improvements. Only upon issuance of a zoning permit shall the Town's Construction Code Official issue Building Permits or similar approvals to allow construction to commence. The Planning Board may also require a developer's agreement as a condition of approval.

5.7 Deviations

The Planning Board shall have the power to grant deviations from the regulations contained within this Redevelopment Plan to the same extent as the Board may grant relief from bulk and dimensional requirements pursuant to N.J.S.A. 40:55D-70c and the power to grant waivers from the standards of the Plan to the same extent as the Board may grant relief from site plan regulations pursuant to N.J.S.A. 40:55D-51.

Any deviation from the Redevelopment Plan standards which would typically result in a "d" variance, shall be addressed as an amendment to the Redevelopment Plan.

Neither the Planning Board nor the Board of Adjustment shall have authority to allow deviations which would result in a “d” variance pursuant to N.J.S.A. 40:55D-70d.

5.8 Severability

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.

5.9 Adverse Influences

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

5.10 Non-Discrimination Provisions

No covenant, lease, conveyance or other instrument shall be effected or executed by the Township of South Brunswick or by a developer or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the Township of South Brunswick, or the developer, upon the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color, national origin, ancestry, affectional preference, marital status or gender.

5.11 Relocation Requirements

The Redeveloper will comply with any applicable New Jersey law or regulation applicable to relocation of tenants within the redevelopment area. No housing units, temporary or permanent, shall need relocation under this Redevelopment Plan.

5.12 Escrows

At a minimum, the Redevelopment Agreement shall provide that the redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the Town and the professional consultants retained by the Town to negotiate the Redevelopment Agreement, undertake any studies in connection with the project, review the proposed redevelopment project and advise the Town on any and all aspects of the redevelopment process and as otherwise set forth in the Redevelopment Agreement.

5.13 Infrastructure

The redeveloper, at the redeveloper’s cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection of traffic control measures, water service, sanitary sewer service, stormwater management, and flood mitigation measures to the project, in addition to

all required tie-in or connection fees. The redeveloper shall also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on and off-site traffic controls and road improvements for the project or required due to the impacts of the project. The redeveloper shall be required to receive all necessary approvals for infrastructure, including at the County and State level as applicable.

5.14 Procedures for Amending the Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A request for same may be submitted to the South Brunswick Township Council. The Township of South Brunswick reserves the right to amend this plan. A non-refundable application fee of \$10,000 shall be paid by the party requesting such amendment, unless the request is issued from an agency of the Township. The Township, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey and other additional professionals as may be required by the Township.

5.15 Redevelopment Plan Duration

The provisions of this Redevelopment Plan specifying the redevelopment of the Redevelopment Area and the requirements and restriction with respect thereto shall be in effect for a period of fifty (50) years from the date of adoption of this Redevelopment Plan by the South Brunswick Council, or until a zoning ordinance amendment is adopted in accordance with Section 5.16 of this Redevelopment Plan.

5.16 Certificates of Completion

Upon completion of a project, the developer shall submit for a Certificate of Completion. Concurrently, the developer shall request that the Town prepare a zoning ordinance amendment for consideration by the Township Council. This zoning ordinance amendment should incorporate the standards contained herein into the Township Code to ensure that they remain applicable.

5.17 Land Use Map Amendments

The adoption of this Redevelopment Plan or any amendments thereto shall be considered an amendment to the Official Zoning Map.

5.18 Additional Superseding Provisions

The standards contained within this Redevelopment Plan shall supersede any conflicting standards contained within the Municipal Land Use Ordinance of the Township of South Brunswick or other applicable Township of South Brunswick codes or ordinances.

- Terms and Definitions

Any terms or definitions not addressed within this Redevelopment Plan shall rely on the applicable terms and conditions set forth in the Municipal Land Use Ordinance of the Township of South Brunswick.

- Other Applicable Design and Performance Standards

Any design or performance standards not addressed within this Redevelopment Plan shall rely on the applicable design and performance standards set forth in the Land Development Ordinance of the Township of South Brunswick, as may be amended from time to time.

5.19 Other Provisions

- This Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved public utilities, recreation and community facilities and other public improvements. This Redevelopment Plan has laid out various programs and strategies requiring implementation to carry out the objectives set forth herein.
- This Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.
- The diagrams, images and other graphic representations provided in this Redevelopment Plan are intended to provide a framework for interpretation of the written standards and regulations contained herein. Nothing in this Redevelopment Plan shall preclude the partial redevelopment of a block depicted in such diagrams, images or other graphic representations, provided that such subdivision or re-subdivision and partial redevelopment of a block is fully in conformance with the written standards and regulations contained herein.
- Final adoption of this Plan by the Town Council of the Township of South Brunswick shall be considered an amendment of the Town Zoning Map.

5.20 Other Redevelopment Actions

In carrying out this Redevelopment Plan, the Township of South Brunswick and any designated redeveloper(s) may be required to undertake a variety of redevelopment actions. These may include but will not be limited to anything permitted under the LRHL.

5.21 Public Improvement Approvals

If approval of third party agencies is required for project implementation, construction of improvements shall not commence until all required approvals are received from third party agencies.

6. APPENDIX A: LOCAL REDEVELOPMENT + HOUSING

LAW

New Jersey's Local Redevelopment and Housing Law (the "LRHL") empowers local governments to initiate a process by which designated properties that meet certain statutory criteria can be transformed to advance the public interest. Once an area is designated "in need of redevelopment" in accordance with statutory criteria, municipalities may adopt Redevelopment Plans and employ several planning and financial tools to make redevelopment projects more feasible to remove deleterious conditions. A redevelopment designation may also qualify projects in the Redevelopment Area for financial subsidies or other incentive programs.

6.1 Process

The LRHL requires local governments to follow a process before they may exercise powers under the LRHL. The process is designed to ensure that the public is given adequate notice and opportunity to participate in the public process. Further, the redevelopment process requires the Governing Body and Planning Board interact to ensure that redevelopment actions consider the Master Plan. The steps required are generally as follows:

- The Governing Body must adopt a resolution directing the Planning Board to perform a preliminary investigation to determine whether a specified area is in need of redevelopment according to criteria set forth in the LRHL (N.J.S.A. 40A:12A-5).
- The resolution authorizing the Planning Board to undertake a preliminary investigation shall state whether the Redevelopment Area determination shall authorize the municipality to use all those powers for use in a Redevelopment Area other than the use of eminent domain (non-condemnation redevelopment area) or whether the Redevelopment Area determination shall authorize the municipality to use all those powers for use in a Redevelopment Area, including the power of eminent domain (condemnation Redevelopment Area).
- The Planning Board must prepare and make available a map delineating the boundaries of the proposed Redevelopment Area, specifying the parcels to be included and investigated. A statement setting forth the basis of the investigation or the preliminary statement should accompany this map.
- The Planning Board must conduct the investigation and produce a report presenting the findings. The Board must also hold a duly noticed hearing to present the results of the investigation and to allow interested parties to give testimony. The Planning Board then may adopt a resolution recommending a course of action to the Governing Body.
- The Governing Body may accept, reject, or modify this recommendation by adopting a resolution designating lands recommended by the Planning Board as an "Area in Need of Redevelopment." The Governing Body must make the final determination as to the Redevelopment Area boundaries.
- If the Governing Body resolution assigning the investigation to the Planning Board states that the redevelopment determination shall establish a Condemnation Redevelopment Area, then the notice of the final determination shall indicate that:

- the determination operates as a finding of public purpose and authorizes the municipality to exercise the power of eminent domain to acquire property in the Redevelopment Area, and
- legal action to challenge the final determination must be commenced within forty-five (45) days of receipt of notice and that failure to do so shall preclude an owner from later raising such challenge as a defense in any condemnation proceeding to acquire the property.
- A Redevelopment Plan may be prepared establishing the goals, objectives, and specific actions to be taken with regard to the “Area in Need of Redevelopment.”
- The Governing Body may then act on the Plan by passing an ordinance adopting the Plan as an amendment to the municipal Zoning Ordinance. Only after completion of this process is a municipality able to exercise the powers under the LRHL.

6.2 Redevelopment Plan Content

The LRHL identifies required components to be included in a Redevelopment Plan. In accordance with N.J.S.A 40A:12A-7a, the Redevelopment Plan must include an outline for the planning, development, redevelopment or rehabilitation of a project area which is sufficient to indicate:

- Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- Proposed land uses and building requirements in the project area.
- Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
- An identification of any property within the Redevelopment Area which is proposed to be acquired in accordance with the Redevelopment Plan.
- Any significant relationship of the Redevelopment Plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act,” P.L. 1985, c.398 (C.52:18A-196 et al.).
- An inventory of all housing units affordable to low and moderate income households that are to be removed as a result of implementation of the redevelopment plan (not applicable).
- A plan for the provision of affordable housing replacement units (not applicable).
- Locations for public electric vehicle charging infrastructure.

7. APPENDIX B: RELATION TO OTHER PLANS

Pursuant to the LRHL, “all provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan” (N.J.S.A 40A:12A-7(d)). As well, the redevelopment plan must address “any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan” (N.J.S.A 40A:12A-7(a)(5)).

The Princeton Nurseries Redevelopment Plan is significantly consistent with and intended to effectuate the Township’s 2001 Master Plan and 2018 Master Plan Reexamination Report. This section includes information regarding the relationship of this Redevelopment Plan with the Township’s Master Plan, as well as the other plans listed below.

- Middlesex County Master Plan
- Adjacent Communities’ Master Plans
 - Plainsboro Township
- NJ State Development and Redevelopment Plan

7.1 Local Master Plan: 2001 Master Plan and 2018 Reexamination Report

The Princeton Nurseries Redevelopment Plan is significantly consistent with and intended to effectuate the Township’s 2001 Master Plan and the Reexamination Report issued in 2018. Specifically, it advances the following objectives:

- 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.
- Commercial and office uses along Route 1 are appropriate, but buffering and screening to adjacent residential areas must be provided as required.
- Encourage reuse of vacant non-residential space.

With regard to the Redevelopment Plan Area specifically, the subject lands are predominantly designated for Office Park use as part of the Land Use Element of the 2001 Master Plan, the most recent comprehensive Master Plan prepared by the Township, and as noted above, the General Development Plan approved for office use within the Plan Area in 2004 was never implemented.

One of the key Master Plan objectives that this Redevelopment Plan advances is to exclude future residential uses along Route 1 to avoid a built-up appearance as well as to shield residential uses from the impact of high traffic arterial roads. The Plan continues to allow for those office and related uses that the underlying OP-Office Park classification currently encourages, while adding other non-residential uses which are responsive to current market demand to incentivize such investment. While indicated as “complete” within the 2018 Master Plan Reexamination, the Circulation Element’s objective “Bike paths should be designed into all projects. They should be built as soon as possible with the private development, or as capital projects.” is also effectuated by this plan in order to ensure the development of this vacant land includes transportation infrastructure for a variety of travel modalities. Finally, the thoughtful design considerations included here will ensure that any development includes generous

buffering and screening for residential areas. In consideration of these areas of alignment, it can be concluded that this Redevelopment Plan is substantially consistent with/designed to effectuate the South Brunswick Master Plan.

7.2 Middlesex County Master Plan

The Middlesex County Master Plan, a seminal document that addresses sprawl and sustainability in the region. Pursuant to N.J.S.A. 40A:12A-7(a)(5), this Redevelopment Plan relates directly to the goals, values, and objectives of the Middlesex County Master Plan, as follows:

- Make fuller use of existing transportation lines and facilities;
- Find a more feasible alternative to the present situation of “strip” commercial development found on major roads, and single-family homes on unnecessarily large lots;
- “Cluster” future growth around definable town centers and transportation facilities to include commercial and office employment as well as residential, with land use intensity decreasing as distance from the town center increases.

7.3 Surrounding Communities' Master Plans

Plainsboro Township

The Redevelopment Area is immediately adjacent to South Brunswick’s border with the Township of Plainsboro. Acknowledging the decreased demand for the kind of office uses prescribed by a prior General Development Plan, Plainsboro’s 2022 Amended Master Plan envisions this area as a mixed-use development that would include residential and commercial components. The development outlined in this Redevelopment Plan could complement such a mixed-use neighborhood by providing accessible employment opportunities for residents and retail options for employees. These mutual benefits would be further enhanced by the presence of the circulation improvements which are called for in both this Plan and the Plainfield Master Plan. Both documents call for a roadway connection from the Redevelopment Area in South Brunswick into Plainsboro that includes thoughtful provisions for an attractive pedestrian realm and other users. Finally, this Plan tailors its development parameters to avoid warehousing uses in the area immediately adjacent to Plainsboro township to insulate prospective residential neighborhoods present there.

Based on the location of the Redevelopment Plan Area and the distance from any other municipal borders, no significant relationships with other municipal master plans were identified.

7.4 NJ State Plans

The Redevelopment Area is located within Planning Area 2 (PA-2). As documents in the SDDRP, the following intent was documented for PA-2:

- Provide for much of 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
- Revitalize cities and towns.

This Redevelopment Plan is substantially consistent with and effectuates the intent of for this Planning Area. This Plan provides for the concentrated revitalization of a vacant site along the vibrant U.S. Route 1 corridor. Given its prominent location, this Plan includes uses which can best utilize the transportation assets present. The Plan also gives careful attention to how to ensure the protection of wetlands and other environmentally sensitive areas, as well as nearby residential neighborhoods.

8. APPENDIX C: DESIGNATING RESOLUTION