

As quoted hereinbelow from the May 2000 "Master Plan And Development Regulations Periodic Reexamination Report", which was adopted by the Planning Board on June 12, 2000, a threshold reason for the rezoning of the subject property was a consideration of traffic impacts:

"The major problem always associated with the development of the subject "REO-3" lands has been how to handle the traffic which would be generated, particularly the traffic impact along Route 518 and at its intersection with Route 206."

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"Clearly, the proposed rezoning for the age-restricted housing units, plus the relatively small amount of offices (i.e., 30,000 s.f.), will generate little automobile traffic relative to the traffic volume that would result from the approximately four hundred thousand (400,000) square feet of office space which theoretically could be development under the current "REO-3" zoning provisions."

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THE RECENTLY ADOPTED AMENDMENT TO THE TRAFFIC CIRCULATION PLAN ELEMENT

Montgomery Township has continued to benefit from citizen participation and an outward expression of different views regarding the appropriate modification and changes which should be made to the "Traffic Circulation Plan". Most recently, the Montgomery Township Committee appointed a "Transportation Advisory Committee" which commenced meeting on June 6, 2001.

The designated Transportation Advisory Committee (TAC) has been studying locations within Montgomery Township where traffic circulation is problematic and where additional future problems are anticipated. Additionally, the TAC is exploring possible ways to improve traffic circulation within Montgomery Township which, at the same time, will help to maintain the existing rural residential character of development which prevails throughout most of the Township. The TAC is receiving ongoing technical input from the Township's Traffic Engineer, John Rea, and from the Township's Special Projects Engineer, Donald Johnson.

As part of its ongoing work effort, the Transportation Advisory Committee (TAC) recommended to the Planning Board that certain new roadways be constructed to help alleviate traffic congestion at the Route 206/518 intersection. In accordance with a long-standing goal of the traffic circulation planning in Montgomery Township, the road plan attempts to diffuse traffic among a variety of alternate routes, rather than channeling traffic to any particular route.

Based upon the recommendations of the Transportation Advisory Committee, the Planning Board adopted an amendment to the "Traffic Circulation Plan Element" portion of the Township Master Plan which recommended a number of new roadways to help alleviate traffic congestion at the Route 206/Route 518 intersection and related Route 206 corridor improvements. The proposed roadway improvements are shown on the two (2) attached aerial photograph maps. Each roadway is proposed to provide for 2-way traffic within a fifty foot (50') right-of-way.

The following summarizes the proposed new roadways, and the descriptions are organized by the quadrant of the Route 206/Route 518 intersection within which they are located. The specifics of the recommendations, the need for the improvements and the benefits to the public which will result are discussed in an April 29, 2003 report prepared by McDonough & Rea Associates, the Township's Traffic Engineer.

The April 29, 2003 report of the Traffic Engineer is attached as an addendum to the April 30, 2003 "Traffic Circulation Plan Element, 2003 Amendment No. 1" document, which was adopted by the Planning Board on May 12, 2003.

Northwest Quadrant

In the northwest quadrant of the Route 206/518 intersection, three (3) new loop roadways are proposed, as follows:

1. An "inner loop" roadway linking Route 518 to Route 206 is proposed behind the properties in the vicinity of the "Tigers Tale" restaurant.
2. An "intermediate loop" roadway is proposed which will connect with Route 518 at the existing Research Road intersection, extend northerly via Research Road, and then turn in an easterly direction through the "Village Shopper" shopping center to an intersection with Route 206 at the traffic signal currently located at the intersection with the driveway accessing the "Montgomery Shopping Center".
3. Finally, an "outer loop" roadway is proposed from a signalized intersection at Route 518, extending northerly along the western boundary of the "Sharbell" adult community tract between Route 518 and the Bedens Brook, crossing the Bedens Brook at a proposed flood free bridge crossing, and intersecting with Orchard Road west of the Orchard Road/Route 206 intersection.

Southwest Quadrant

In the southwest quadrant of the Route 206/518 intersection, three (3) new loop roadways are proposed to connect Route 518 with Route 206, as follows:

1. An "inner loop" roadway is proposed from Route 518 along the westerly and southerly sides of the "Amboy Bank" property to a new intersection with Route 206. Additionally, an extension of the "inner loop" along the westerly side of the "Amboy Bank" property will continue southwardly along the westerly side of the former

"Z&W Mazda" car dealership to a "T" intersection with another new roadway (i.e., the "intermediate loop" discussed in the next paragraph) extending westerly from a new lighted intersection with Route 206 opposite the boulevard entrance to the "Princeton North Shopping Center".

2. An "intermediate loop" roadway is proposed to extend westerly from a new lighted intersection with Route 206 through undeveloped lands which are being considered for the development of a "shopping village", which primarily is to include an assortment of retail uses. The "intermediate loop" will turn north and intersect with Route 518 opposite Research Road.
3. An "outer loop" roadway is proposed to extend to the west from a "T" intersection with the "intermediate loop", proceed parallel and close to the northern boundary of the "Princeton Airport" in order to safeguard the continued agricultural use of the property being farmed by the John Drake family, if desired by the property owner, and then turn north to a signalized intersection with Route 518 opposite the "outer loop" roadway in the northwest quadrant of the study area.

Southeast Quadrant

In the southeast quadrant of the Route 206/518 intersection, new interconnected roadway segments are shown on the proposed "Traffic Circulation Plan". Most of these new roadway segments are located in neighboring Rocky Hill Borough, and whether or not they eventually are constructed will depend upon the results of ongoing discussions between the two (2) municipalities. The municipalities do share a proprietary interest in the currently named "Schaeffer Tract" park, and the proposed roadway segments are proposed to provide alternative vehicular access into the park. Additionally, the proposed roadway segments will further help to enhance traffic circulation along Route 518 and at the Route 518/206 intersection.

The new roadway segments include the following:

1. A north/south connector is shown to extend from Route 518 via Young Drive southwardly into the park, where it intersects with a new public roadway, which will be in place of, and an extension of, the existing boulevard driveway entrance into the "Princeton North Shopping Center" from the newly planned lighted intersection with Route 206.
2. The north/south connector is shown to extend further to the south through the park, and then turn west to an intersection with the existing loop driveway within the "Research Park" (a.k.a. "Wall Street" office complex).

Northeast Quadrant

In the northeast quadrant of the Route 206/518 intersection, vehicular and pedestrian access to the "Montgomery Shopping Center" is intended to be provided from Route 518 through a portion of the "Princeton Gamma Tech" property.

THE CURRENT "ZONE PLAN" OF MONTGOMERY TOWNSHIP

The most recent "Land Use Plan" map of Montgomery Township was adopted by the Planning Board on December 10, 2001 pursuant to the November 2001 "Master Plan And Development Regulations Periodic Reexamination Report"; the plan is remarkably similar to the Township Master Plan previously adopted thirty (30) years ago during 1972, even with the many refinements and modifications to the plan which have been adopted over the years.

While clearly an over simplification, the basic theme of the Master Plan has been and continues to be that there are two (2) so-called "nodes" of mixed-use development along the Route 206 corridor (i.e., Rocky Hill and Belle Mead), with single-family residential development the primary land use in between. The steadfastness of Montgomery Township not to waver from this basic theme of the Master Plan has prevented the evolution of a strip commercial pattern of development along Route 206.

The implementing "Land Development Ordinance" provisions of Montgomery Township comprehensively implement the recommendations of the Township's Master Plan. For information purposes, the current "Zoning Map" of Montgomery Township, dated December 10, 2001, is attached herewith.

MONTGOMERY TOWNSHIP AND THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

On June 12, 1992, the New Jersey State Planning Commission adopted "Communities Of Place: The New Jersey State Development And Redevelopment Plan" (SDRP) which serves as a guide for municipal and county master planning. The SDRP was reexamined, with input from Montgomery Township and Somerset County as part of the "Cross Acceptance II" process, and the New Jersey State Planning Commission approved an updated and modified "State Development And Redevelopment Plan" on March 1, 2001.

The "State Development And Redevelopment Plan" has allocated all the land within New Jersey into "Planning Areas". As indicated on the attached "Resource Planning And Management Map" (RPMM), which is now referred to as the "State Plan Policy Map", the New Jersey State Planning Commission has included a majority of Montgomery Township's land area within "Planning Area 4" (the "Rural Planning Area") and "Planning Area 5" (the "Environmentally Sensitive Planning Area").