

As Adopted May 12, 2003

TOWNSHIP OF MONTGOMERY

**SOMERSET COUNTY
NEW JERSEY**

MASTER PLAN

TRAFFIC CIRCULATION PLAN ELEMENT 2003 Amendment No. 1

April 30, 2003

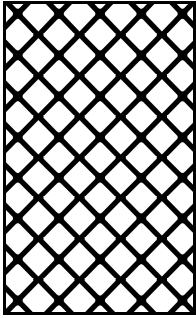
**PROPOSED NEW ROADWAYS
TO HELP ALLEVIATE TRAFFIC CONGESTION
AT THE ROUTE 206/518 INTERSECTION,
AND AT THE ROUTE 206 INTERSECTION
WITH CHERRY VALLEY ROAD & PRINCETON AVENUE,
AND RELATED ROUTE 206 CORRIDOR IMPROVEMENTS**

**This document was adopted by the Montgomery Township Planning Board on
May 12, 2003 and replaces both the "2002 Amendment No. 1" and the "2002
Amendment No. 2" to the Traffic Circulation Plan Element, previously adopted by
the Planning Board on April 8, 2002 and July 29, 2002, respectively.**

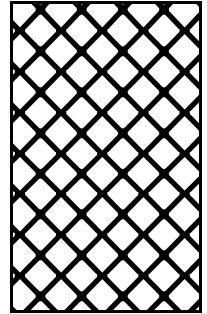
**PREPARED BY: COPPOLA & COPPOLA ASSOCIATES
PRINCETON JUNCTION ~ NEW JERSEY**

TOWNSHIP OF MONTGOMERY

**SOMERSET COUNTY
NEW JERSEY**



MASTER PLAN TRAFFIC CIRCULATION PLAN ELEMENT 2003 AMENDMENT NO. 1



**THE ORIGINAL OF THIS REPORT WAS SIGNED AND SEALED
IN ACCORDANCE WITH N.J.S.A. 45:14A-12**

Richard T. Coppola, P.P. # 1378

Cindy D. Coppola, P.P. # 4478

**PREPARED BY: COPPOLA & COPPOLA ASSOCIATES
PRINCETON JUNCTION ~ NEW JERSEY**

**TOWNSHIP OF MONTGOMERY
MASTER PLAN**

**TRAFFIC CIRCULATION PLAN ELEMENT
2003 AMENDMENT NO. 1**

April 30, 2003

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**TOWNSHIP OF MONTGOMERY
MASTER PLAN**

**TRAFFIC CIRCULATION PLAN ELEMENT
2003 AMENDMENT NO. 1
April 30, 2003**

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TOWNSHIP OF MONTGOMERY MASTER PLAN

TRAFFIC CIRCULATION PLAN ELEMENT 2003 AMENDMENT NO. 1 April 30, 2003

INTRODUCTION

The Township of Montgomery is situated in the southeastern corner of Somerset County and contains approximately 32.26 square miles, or 20,646 acres of land. The municipality is traversed from north to south by State Route 206, County Route 601 (the Belle Mead-Blawenburg and Great Roads), County Route 533 (River Road North), and County Route 605 (River Road South). East-west access is provided by County Route 518 (the Georgetown and Franklin Turnpike), County Route 604 (Dutchtown-Harlingen Road), and County Route 602 (Skillman Road) in conjunction with Orchard Road and portions of Sunset and Burnt Hill Roads.

The Township of Montgomery is bounded by Hillsborough Township to the north; Princeton Township to the south; Franklin Township to the east; Hopewell and East Amwell Townships to the west; and surrounds the Borough of Rocky Hill on its north, west and south sides.

In addition to the municipal boundaries, the natural boundaries of the Sourland Mountains to the west and the Millstone River to the east are particularly significant regarding traffic circulation in Montgomery Township, since they effectively limit intra-municipal vehicular access points and channel most traffic flow to a north-south direction, along both State Route 206 and County Route 601.

The current Master Plan of Montgomery Township originally was dated November 1971 and was adopted by the Planning Board on April 13, 1972. During the past thirty-one (31) years since that time, the Master Plan has been reexamined, changed, modified, refined and expanded.

Today, the existing Master Plan of the Township of Montgomery consists of the following nineteen (19) documents, which include six (6) of the principal Master Plan Elements as permitted and noted at N.J.S.A. 40:55D-28 of the Municipal Land Use Law:

- **MASTER PLAN**, dated November 1971 and adopted by the Planning Board on April 13, 1972;
- **LAND USE PLAN ELEMENT**, adopted by the Planning Board on April 15, 1985;

- **MASTER PLAN PERIODIC REEXAMINATION REPORT**, dated August 1986, which was incorporated by reference in the **MASTER PLAN PERIODIC REEXAMINATION REPORT**, dated July 1988 and adopted by the Planning Board on August 8, 1988;
- **Part I: BACKGROUND STUDIES**, dated October 1988 and adopted by the Planning Board on October 31, 1988, with updated information appearing in subsequent Master Plan documents;
- **Part II: TRAFFIC CIRCULATION PLAN ELEMENT**, dated December 15, 1986 and adopted by the Planning Board on December 15, 1986, with five (5) amendments adopted thereafter through December 13, 1993;
- **Part III: LAND USE PLAN AND HOUSING PLAN ELEMENTS**, dated November 1989 and adopted by the Planning Board on November 20, 1989;
- **Part IV: RECREATION PLAN AND CONSERVATION PLAN ELEMENTS**, dated July 1991 and adopted by the Planning Board on August 12, 1991;
- **Part V: EXISTING LAND USE UPDATE AND BUILD-OUT ANALYSIS**, dated June 1990 and adopted by the Planning Board on October 15, 1990;
- **Part VI: HISTORIC PRESERVATION PLAN ELEMENT**, dated May 1992 and adopted by the Planning Board on July 13, 1992;
- **Part VII: HOUSING PLAN ELEMENT AND FAIR SHARE PLAN**, dated February 1995 and adopted by the Planning Board on February 27, 1995, with later modifications as requested by the New Jersey Council On Affordable Housing (COAH) and "Substantive Certification" granted by COAH on March 5, 1997;
- **MASTER PLAN SUMMARY DOCUMENT**, dated June 1993 and adopted by the Planning Board on June 14, 1993, which included an updated "Land Use Plan Element";
- **MASTER PLAN ADDENDUM: GENERAL DEVELOPMENT PLAN FOR THE NORTH PRINCETON DEVELOPMENTAL CENTER PROPERTY**, dated February 1996, adopted by the Township Committee and formally adopted by the Planning Board as part of the Master Plan on May 11, 1998;

- **MASTER PLAN PART III: LAND USE PLAN PERIODIC REEXAMINATION AND UPDATE REPORT**, adopted by the Planning Board on May 13, 1996;
- **SUPPLEMENTAL MODIFICATIONS NO. 1 TO THE MONTGOMERY TOWNSHIP MASTER PLAN PART III: LAND USE PLAN PERIODIC REEXAMINATION AND UPDATE REPORT**, adopted by the Planning Board on August 8, 1997;
- **MASTER PLAN AND DEVELOPMENT REGULATIONS PERIODIC REEXAMINATION REPORT**, dated April 1998 and adopted by the Planning Board on May 11, 1998, which comprehensively reexamined and updated the various elements of the Master Plan and the implementing Land Development Ordinance regulations;
- **MASTER PLAN AND DEVELOPMENT REGULATIONS PERIODIC REEXAMINATION REPORT**, dated May 2000 and adopted by the Planning Board on June 12, 2000, which specifically recommended the rezoning of approximately 138.10 acres of land to be included in a new "ARH" Age-Restricted Housing zoning district;
- **MASTER PLAN AND DEVELOPMENT REGULATIONS PERIODIC REEXAMINATION REPORT**, dated November 2001 and adopted by the Planning Board on December 10, 2001, which specifically recommended that lands previously included within the "R-2" and "R-3" zoning districts be rezoned into a new "R-5" zoning district, requiring a minimum lot size of five (5) acres for the construction of a single-family detached dwelling, and that the zoning provisions governing development of the lands within the "MR" zoning district be changed to require a minimum lot size of ten (10) acres for the construction of a single-family detached dwelling;
- **TRAFFIC CIRCULATION PLAN ELEMENT, 2002 AMENDMENT NO. 1**, dated March 15, 2002 and adopted by the Planning Board on April 8, 2002, which specifically recommended proposed improvements to the Route 206 intersection with Cherry Valley Road and Princeton Avenue; and
- **TRAFFIC CIRCULATION PLAN ELEMENT, 2002 AMENDMENT NO. 2**, dated July 15, 2002 and adopted by the Planning Board on July 29, 2002, which specifically recommended new roadways to help alleviate traffic congestion at the Route 206/518 intersection.

GOALS AND OBJECTIVES OF THE TRAFFIC CIRCULATION PLAN ELEMENT

The "Master Plan Part II: Traffic Circulation Plan Element" portion of the Montgomery Township Master Plan originally was adopted on December 15, 1986 and has been amended six (6) times since then, most recently on July 29, 2002.

The following goals and objectives originally were adopted on November 30, 1992 as part of the "Part II: Traffic Circulation Plan Element" and remain valid at this time:

1. The Township should utilize the existing roadways within the Township to the greatest extent possible in order to increase the probability of having the Traffic Circulation Plan implemented due to the practicality of improving existing roads rather than building new ones.
2. All roadways in the Township should be provided with the minimum improvements necessary to provide safe travel; over improvements will cause traffic speeds to unnecessarily increase, will cut-back many existing front yards, and will require the removal of any existing vegetation along the road's frontage.
3. No particular roadway in the Township should be called upon to move volumes of traffic which will result in the necessity to improve the roadway in a manner incompatible with residential development; therefore, traffic should be diffused among a variety of alternate routes rather than channeling traffic to any particular route.
4. Residential lots which abut or have direct driveway access to Route 206 and certain other relatively major roadways in the Township should be relatively large in size and have relatively wide frontages in order to achieve the following related objectives:
 - a. To lessen the number of potential new driveway access points, thereby lessening turning movements and interference with the through flow of traffic;
 - b. To lessen the need to provide wide paved cartways on the roads, thereby maintaining the rural residential character of the Township to the maximum extent possible; and
 - c. To set back a house a sufficient distance from the "arterial" or "major collector" road in order to protect the residents from the nuisances associated with the relatively high volumes of traffic that will travel the roads in the future.

Summarily, an overall theme of the "Traffic Circulation Plan Element", which was stated in the originally adopted 1986 version and which remains the same today, is that the residents of Montgomery Township are willing to endure a certain amount of inconvenience in the layout and design of the roads within the Township in order to prevent the creation of an interregional traffic pattern.

TRAFFIC GENERATION AND THE PRESERVATION OF THE RURAL RESIDENTIAL CHARACTER OF MONTGOMERY TOWNSHIP

As noted previously, a basic goal of the traffic circulation planning in Montgomery Township is to utilize, as much as possible, the existing roadways within the Township. As a result, small-scale "doable" improvements to the existing road system are preferred and generally have the greatest probability of being accomplished. Additionally, small-scale improvements to the road system will provide the greatest possibility of preserving the rural residential character which prevails throughout most of Montgomery Township.

Since all of the existing roadways in Montgomery Township, including State Route 206 (Van Horne Road), have an effect on the prevailing rural residential character of the Township, it is important that the "Land Use Plan Element" portion of the master plan and the implementing "Land Development Ordinance" provisions appropriately limit the amount of traffic that will be generated as a result of the permitted development.

Indeed, recognition of the potential adverse repercussions of increased traffic volumes within and through Montgomery Township has led to modifications and changes to the "Land Use Plan Element" and amendments to the "Land Development Ordinance" in an effort to lessen the amount of traffic to be added to the road system.

As an example, a major modification to the "Land Use Plan Element" was adopted during 1989 when the Township lessened the amount of acreage planned for nonresidential development and also lessened the intensity of the development permitted. More specifically, the permitted floor/area ratios (FAR) within the "REO" zoning districts were reduced, the "RD" zoning district was eliminated in its entirety, and the "LM" zoning district (i.e., the prior MFG" district) was reduced in size and its permitted FAR also was reduced.

More recently, the Township rezoned approximately 138.1 acres of land north of Route 518 into a new "ARH" Age-Restricted Housing district. Previously, almost the entirety of the subject land area was zoned within the "REO-3" zoning district, which could have resulted in the construction of approximately 451,979 square feet of office space on the subject lands. Under the adopted "ARH" ordinance provisions, the subject land can be developed with 218 age-restricted dwelling units, 30,000 square feet of office space and up to 120 beds in an "Assisted Living Facility".

Summarily, an overall theme of the "Traffic Circulation Plan Element", which was stated in the originally adopted 1986 version and which remains the same today, is that the residents of Montgomery Township are willing to endure a certain amount of inconvenience in the layout and design of the roads within the Township in order to prevent the creation of an interregional traffic pattern.

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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."
(Page 9)

"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."
(Page 15)

ROADWAY DESIGN SPECIFICATIONS

As noted above, one (1) of the principal goals and objectives of the planning for traffic circulation within Montgomery Township has been to design and construct roads with the "minimum improvements necessary to provide safe travel."

Since the adoption of the December 3, 1993 amended "Traffic Circulation Plan Element", both the Montgomery Township Committee and Planning Board have reviewed the proposed design specifications for new or reconstructed roadways within the Township on a case-by-case basis and, oftentimes, have approved roadway designs with less cartway and right-of-way widths than indicated in the "Traffic Circulation Plan Element".

Moreover, the Commissioner of the New Jersey Department of Community Affairs promulgated the "New Jersey Residential Site Improvement Standards" (N.J.A.C. 5:21-1, et seq.) which were adopted as law and became operative on June 3, 1997.

As a result, it continues to be recommended that the "Roadway Design Specifications" included in the December 13, 1993 "Traffic Circulation Plan Element" be considered the *maximum* design specifications for existing and proposed roadways within Montgomery Township, and that the applicable "Land Development Ordinance" provisions be amended accordingly and in consideration of the "Residential Site Improvement Standards".

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CURRENT ONGOING TRAFFIC CIRCULATION STUDIES

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". During 1986, four (4) separate committees met and offered their comments regarding the goals and policies felt appropriate as a basis for Montgomery Township's decisions regarding changes to the roadway system in the Township and, additionally, offered substantive recommendations for particular road segments. The four (4) committees included the Planning Board's "Traffic Committee", the Township Committee's "Ad Hoc Traffic Committee", the "Montgomery Year 2000 Task Force Committee" and the "Citizen's Advisory Committee On Traffic Circulation".

More recently, the Montgomery Township Committee appointed a "Transportation Advisory Committee" which, as indicated at its first meeting on June 6, 2001, is to perform the following duties:

- a. Familiarize itself with the terms and conditions of the Township's settlement with NJDOT with respect to Route 206 and the Traffic Circulation Plan Element of the Master Plan;
- b. Identify areas in the Township where traffic circulation is currently problematic, and where future problems are anticipated;
- c. Consider the location of internal destinations, such as neighborhood shopping areas, which may reduce internal traffic;
- d. Study means of improving traffic circulation within the Township, including: (1) improvements to existing roadways and intersections within the Township, provided same are consistent with the principles established by the items referenced in subparagraph a. above; (2) mass transit and public transportation options; (3) enhanced pedestrian and bicyclist routes; (4) van-pooling, staggered work shifts at off-peak hours, and other traffic management tools; and, in so doing, (5) identify purported means of improving traffic circulation that have been unsuccessful;
- e. Investigate the availability and requirements of grants for transportation projects;
- f. Research the implementation of traffic calming devices in other communities, and their viability for traffic conditions in Montgomery Township;
- g. Be available to and cooperate with development boards and master planning subcommittees as they evaluate development applications and consider master plan and zoning alternatives; and

- h. Perform such other tasks as may, from time to time, be requested by the Township Committee.

The designated Transportation Advisory Committee (TAC) has been meeting and 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.

To date, the Transportation Advisory Committee has formulated two (2) "Problem Statements", each of which defines the need for a connector roadway to divert traffic from Route 206. Additional statements may be formulated in the future as the ongoing work of the TAC continues.

The first "Problem Statement", which reads as follows, identifies the need for efficient vehicular access, with appropriate provisions for pedestrian access, between the State Route 206/Hillsborough Bypass and County Route 601:

"A major element in the traffic volumes presently evident on Routes 206, 518 and 601 is a southwest to northeast traffic flow desire line through central New Jersey, crossing Hillsborough, Hopewell and Montgomery Townships. Specifically, Route 601 from Blawenburg to Belle Mead and Route 518 from Blawenburg to the Borough of Rocky Hill serve as shunts for the portion of Route 206 in Montgomery Township. Approximately 25 – 30 percent, of the Average Daily Traffic (ADT) traveling south on Route 206 from Hillsborough Township utilize Route 601 as a means of bypassing the existing traffic congestion areas on Route 206 in Montgomery Township and to follow the northeasterly to southwesterly desire line through Montgomery Township.

With the expected completion of the Route 206/Hillsborough Bypass (Bypass), which terminates at Belle Mead/Griggstown Road, the traffic volumes through that portion of Route 206 are expected to increase by approximately 5,000 vehicles per day. The planned configuration of the Bypass terminus strongly discourages the use of Route 601 as an alternate to Route 206 in Montgomery Township. Without the direct connection to Route 601, the project, as currently proposed, will have a significant negative environmental impact on the historic Village of Harlingen and increased traffic congestion on Route 206, Dutchtown Harlingen Road, Sunset Road, Orchard Road and Route 518 in Montgomery Township. Presently, there are no roadway features planned to address the alleviation of the anticipated congestion. A comprehensive and viable plan is needed to disperse traffic at the southern terminus of the Bypass."

The second "Problem Statement", which reads as follows, identifies the need for a flood free roadway connection between Orchard Road and County Route 518:

"A major traffic pattern that has developed on Routes 206, 518 and 533 (River Road) is a southwest to northeast traffic flow desire line through central New Jersey, crossing Hillsborough, Hopewell and Montgomery Townships. Specifically, Route 533 terminates at the intersection of Route 206 and Orchard Road. Existing traffic wishing to continue on the southwest to northeast traffic flow desire line must use Route 206 south to Route 518 or Orchard Road to Burnt Hill Road to Route 518. Approximately 1,210 vehicles utilize Route 206 south, 400 vehicles utilize Orchard Road west during the AM Peak hour, 920 vehicles utilize Route 206 north, and 120 vehicles utilize Orchard Road east during the PM Peak Hour. The existing Route 206/Route 518 intersection operates at a Level of Service "F" for extended periods during the day. Presently, no flood free crossing of the Bedens Brook exists in Montgomery Township, causing a stoppage of traffic during major storm events.

With the expected completion of the Route 206/Hillsborough Bypass, which will terminate at Belle Mead/Griggstown Road, the traffic volumes through that portion of Route 206 are expected to increase by approximately 5,000 vehicles per day. The planned configuration of the Bypass terminus strongly discourages the use of Route 601 as an alternate to Route 206 in Montgomery Township. Without a direct flood free connection to Route 518 from Orchard Road, the project, as currently proposed, will significantly increase traffic congestion on Route 206, Burnt Hill Road, Orchard Road and Route 518 in Montgomery Township. Presently, there are no roadway features planned to address the anticipated congestion and provide a flood free access. A comprehensive and viable plan is needed to disperse traffic at the southern terminus of River Road."

As noted in the November 2001 "Master Plan And Development Regulations Periodic Reexamination Report", "the efforts of the appointed 'Transportation Advisory Committee' may result in recommendations for modifications to the 'Traffic Circulation Plan Element', which should be considered by the Planning Board at that time."

Accordingly, during March 2002, the Transportation Advisory Committee (TAC) recommended to the Planning Board that certain improvements be made to the Route 206 intersection with Cherry Valley Road and Princeton Avenue.

- The specifics of the recommendation and a documentation of the need for the improvements and the benefits to the public which would result are detailed in a March 8, 2002 report prepared by McDonough & Rea Associates, the Township's Traffic Engineer. The March 8, 2002 traffic report was attached to and made part of the "Traffic Circulation Plan Element, 2002 Amendment No. 1" report, which was dated March 15, 2002.

- The Planning Board agreed with the conclusion of the Transportation Advisory Committee that the proposed improvements to the Route 206 intersection with Cherry Valley Road and Princeton Avenue offered a viable means of improving the intersection's capacity and safety, and adopted the proposed improvements as an amendment to the Montgomery Township "Traffic Circulation Plan Element" on April 8, 2002.

Thereafter, during July 2002, 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.

- The specifics of the recommendation and a documentation of the need for the improvements and the benefits to the public which would result are detailed in a June 4, 2002 report prepared by McDonough & Rea Associates, the Township's Traffic Engineer. The June 4, 2002 traffic report was attached to and made part of the "Traffic Circulation Plan Element, 2002 Amendment No. 1" report, which was dated July 15, 2002.
- The Planning Board agreed with the conclusion of the Transportation Advisory Committee that the proposed new roadways would help alleviate traffic congestion at the Route 206/518 intersection and were a viable means to accomplish that objective, and adopted the proposed improvements as an amendment to the Montgomery Township "Traffic Circulation Plan Element" on July 29, 2002.

Since the adoption of the two (2) amendments to the "Traffic Circulation Plan Element" during 2002, the Transportation Advisory Committee (TAC) has continued to assess additional alternatives available to satisfy the stated goals and objectives, has met with the affected property owners and has met with the Planning Board's Master Plan Committee which, as discussed later in this report, is in the process of formulating new land use planning recommendations for the development of the some of the major tracts of vacant land in the current study area..

As a result of these continuing efforts, this report presents a more comprehensive series of recommendations for improvements to the Route 206 intersection with Cherry Valley Road and Princeton Avenue, and for new roadways to be constructed to help alleviate traffic congestion at the Route 206/518 intersection. Therefore, it is intended that this "Traffic Circulation Plan Element 2003 Amendment No. 1" report, upon its adoption by the Planning Board, replace in their entirety the previously adopted "2002 Amendment No. 1" and "2002 Amendment No. 2" reports.

THE CURRENT TRAFFIC CIRCULATION STUDY AREA

As shown on the map on the following page of this report, the bounds of the current study area include the lands bordered by Orchard & Montgomery Roads to the north, by Cherry Valley Road & Princeton Avenue to the south, by Cherry Hill & Opossum Roads to the west, and by Rocky Hill Borough and Montgomery Road to the east.

- The Planning Board agreed with the conclusion of the Transportation Advisory Committee that the proposed improvements to the Route 206 intersection with Cherry Valley Road and Princeton Avenue offered a viable means of improving the intersection's capacity and safety, and adopted the proposed improvements as an amendment to the Montgomery Township "Traffic Circulation Plan Element" on April 8, 2002.

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- The Planning Board agreed with the conclusion of the Transportation Advisory Committee that the proposed new roadways would help alleviate traffic congestion at the Route 206/518 intersection and were a viable means to accomplish that objective, and adopted the proposed improvements as an amendment to the Montgomery Township "Traffic Circulation Plan Element" on July 29, 2002.

Since the adoption of the two (2) amendments to the "Traffic Circulation Plan Element" during 2002, the Transportation Advisory Committee (TAC) has continued to assess additional alternatives available to satisfy the stated goals and objectives, has met with the affected property owners and has met with the Planning Board's Master Plan Committee which, as discussed later in this report, is in the process of formulating new land use planning recommendations for the development of some of the major tracts of vacant land in the current study area..

As a result of these continuing efforts, this report presents a more comprehensive series of recommendations for improvements to the Route 206 intersection with Cherry Valley Road and Princeton Avenue, and for new roadways to be constructed to help alleviate traffic congestion at the Route 206/518 intersection. Therefore, it is intended that this "Traffic Circulation Plan Element 2003 Amendment No. 1" report, upon its adoption by the Planning Board, replace in their entirety the previously adopted "2002 Amendment No. 1" and "2002 Amendment No. 2" reports.

THE CURRENT TRAFFIC CIRCULATION STUDY AREA

As shown on the map on the following page of this report, the bounds of the current study area include the lands bordered by Orchard & Montgomery Roads to the north, by Cherry Valley Road & Princeton Avenue to the south, by Cherry Hill & Opossum Roads to the west, and by Rocky Hill Borough and Montgomery Road to the east.

CURRENT ONGOING LAND USE PLANNING STUDIES

During the past approximately four (4) year time period, various developers with interest in properties along the Route 518 corridor west of the Route 518/Route 206 intersection and east of Burnt Hill Road independently have submitted informal proposals to Montgomery Township for the development of their individual properties.

The lands in Montgomery Township which have been the focal point of interest among the various developers are indicated on the attached map, entitled "Areas In Montgomery Township Along Route 518 Which Include Properties That Have Been The Subject Of Informal Development Proposals". The lands indicated south of Route 518 total approximately 257.38 acres, and the lands north of Route 518 total approximately 138.10 acres.

Summarily, and as more particularly indicated on the table entitled "Development Resulting From The Zoning Of The Major Vacant Lands Along Route 518 Within The Route 518/Route 206 Study Area", the development potential of the identified sixteen (16) properties under the zoning existing as of June 2001 theoretically could have resulted in the following amounts of office, retail and residential construction:

- 1,303,039 square feet of office space;
- 87,294 square feet of retail commercial space; &
- 33 detached single-family dwelling units.

In order to better understand the carrying capacity of the existing roadway system in the subject portion of the Township to support the anticipated traffic, a traffic analysis, entitled "Southern Montgomery Traffic Circulation Update" and dated June 2001, was completed by the Traffic Engineering Consultant to Montgomery Township, McDonough & Rea Associates.

As concluded by the Montgomery Township Traffic Consultant, the existing traffic volumes, with *no development* of the subject properties, currently create a very poor ("F" or worse) level of service during both the morning and afternoon peak hours of traffic volumes at the intersections of Route 206/Route 518, Route 206/Cherry Valley Road-Princeton Avenue and Route 601/Cherry Valley Road.

Additionally, the Montgomery Township Traffic Consultant concluded that if full build-out under the June 2001 zoning ordinance provisions were to occur with no new roadways provided in the subject area of Montgomery Township, very extensive improvements would be required to all of the directly affected intersections in order to create acceptable levels of traffic service during peak hour conditions.

With this information in hand, the Planning Board requested its Master Plan Committee to consider modifications to the current zoning ordinance provisions governing development on the vacant lands in the vicinity of the Route 206/Route 518 intersection and, at the same time, to consider modifications to the current plans for improvements to the related road network. The overall goal is to develop a land use plan and a traffic circulation plan which are compatible with each other and which safeguard the quality of life both within Montgomery Township and within its neighboring jurisdictions.

**DEVELOPMENT RESULTING FROM THE ZONING
OF THE MAJOR VACANT LANDS ALONG ROUTE 518
WITHIN THE ROUTE 518/ROUTE 206 STUDY AREA ¹**

REFERENCE NAME OF PROPERTY	MAP NO.	BLOCK & LOT NUMBERS	ACREAGE FROM TOWNSHIP GIS FILES	CURRENT ZONING & FAR OR LOT SIZE	CURRENT POTENTIAL DEVELOPMENT YIELD
SHARBELL	1	28001/36	8.40 ac	R-2 (2 ac)	3 du
	2	28001/37	116.20 ac	REO-3 (.08)	404,934 sf
	3	28001/45	13.5 ac	REO-3 (.08)	47,045 sf
	Subtotals:				451,979 sf Offices + 3 du
BLOOMBERG	4	34001/38.01	18.65 ac	REO-2 (.125)	101,549 sf
	5	34001/38.001	1.35 ac	REO-2 (.125)	7,351 sf
	6	34001/38.03	63.37 ac	REO-2 (.125)	345,050 sf
	7	34001/38.02	14.00 ac	PPE (REO-2)	76,230 sf
Subtotals:					530,180 sf Offices
BLOOMBERG	8	34001/43 part	40.80 ac	R-2 (2 ac)	17 du
	9	34001/43 part	24.87 ac	REO-3 (.08)	86,667 sf
	Subtotals:				86,667 sf Offices + 17 du

¹The "Sharbell" property was rezoned on December 6, 2001 (See pages 5 & 6 of the text of this report for details).

REFERENCE NAME OF PROPERTY	MAP NO.	BLOCK & LOT NUMBERS	ACREAGE FROM TOWNSHIP GIS FILES	CURRENT ZONING & FAR OR LOT SIZE	CURRENT POTENTIAL DEVELOPMENT YIELD
DRAKE	10	34001/44 part	13.93 ac	R-2 (2 ac)	6 du
	11	34001/44 part	12.26 ac	REO-3 (.08)	42,724 sf
	Subtotals:				42,724 sf Offices + 6 du
DRAKE	12	34001/46 part	17.18 ac	R-2 (2 ac)	7 du
	13	34001/46 part	17.76 ac	REO-3 (.08)	61,890 sf
	Subtotals:				61,890 sf Offices + 7 du
MTG. BUS. PK. c/o ZIRIMSKY	14	34001/56	16.88 ac	REO-3 (.08)	58,823 sf
Subtotals:					58,823 sf Offices
CASTANEDA	15	34001/77	20.31 ac	REO-3 (.08)	70,776 sf
	16	34001/78	10.02 ac	HC (.20)	87,294 sf
	Subtotals:				70,776 sf Offices & 87,294 sf Retail
AGGREGATE TOTALS:					1,303,039 sf Offices, 87,294 sf Retail, & 33 du

**PROPOSED NEW ROADWAYS
TO HELP ALLEVIATE TRAFFIC CONGESTION
AT THE ROUTE 206/ROUTE 518 INTERSECTION
AND RELATED ROUTE 206 CORRIDOR IMPROVEMENTS**

At this time, the Transportation Advisory Committee has 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 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, which is attached to and made part of this document as Addendum I.

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 reader is referred to the McDonough & Rea Associates report in Addendum I for a description of the functions to be served by the various roadways.***

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 Bedens Brook, crossing Bedens Brook at a 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 it 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 subject property, 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 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" 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.

PROPOSED NEW ROADWAYS TO HELP ALLEVIATE TRAFFIC CONGESTION AT THE ROUTE 206 INTERSECTION WITH CHERRY VALLEY ROAD AND PRINCETON AVENUE AND RELATED ROUTE 206 CORRIDOR IMPROVEMENTS

The Transportation Advisory Committee (TAC) previously recommended to the Planning Board that certain improvements be made to the Route 206 intersection with Cherry Valley Road and Princeton Avenue. The specifics of the recommendation and a documentation of the need for the improvements and the benefits to the public which will result are detailed in a March 8, 2002 report prepared by McDonough & Rea Associates, the Township's Traffic Engineer, which is attached to and made part of this document as Addendum II.

The recommendation from the Transportation Advisory Committee (TAC) for the improvements at the subject intersection was timely, since applications had been filed by "SDI, LLC" for the development of a "Commerce Bank" building and a "CVS Pharmacy" building on a tract of land at the southeast corner of the intersection. The subject tract of land straddles the Montgomery Township/Princeton Township boundary, and both Township's reviewed the proposed development.

The submission of the applications to develop the subject tract of land precipitated a dialogue between the municipal officials and staff members of Montgomery and Princeton, since both Townships recognize the safety problems associated with the relatively large volumes of traffic attempting to pass through the intersection, which has an irregular geometry and no left-turn lanes.

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" 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.

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The submission of the applications to develop the subject tract of land precipitated a dialogue between the municipal officials and staff members of Montgomery and Princeton, since both Townships recognize the safety problems associated with the relatively large volumes of traffic attempting to pass through the intersection, which has an irregular geometry and no left-turn lanes.

The municipal officials and staff members of Montgomery and Princeton Townships held meetings together and also met with representatives of the New Jersey Department of Transportation (NJDOT) to determine a viable means of improving the traffic capacity and safety at the intersection.

The proposed improvements to the Route 206 intersection with Cherry Valley Road and Princeton Avenue are shown on the attached aerial photograph map and include the construction of a two-way municipal roadway in the northeast quadrant of the intersection in Montgomery Township, behind the existing Sunoco station, in combination with a similar two-way roadway to be constructed in the southwest quadrant of the intersection within Princeton Township. Both of the proposed roadways are to be under municipal jurisdiction in the respective Townships.

As explained in more detail in the attached March 8, 2002 report from the Township Traffic Engineer, the construction of the new roadways would result in the prohibition of all left-turns at the intersection itself, and would shift the left-turn movements to the new municipal roadways.

At this time, the Transportation Advisory Committee has recommended to the Planning Board that a new roadway be constructed in the northwest quadrant of the Route 206 intersection with Cherry Valley Road and Princeton Avenue. The specifics of the recommendation and a documentation of the need for the improvements and the benefits to the public which will result are detailed in the April 29, 2003 report prepared by McDonough & Rea Associates, the Township's Traffic Engineer, which has been attached to and made part of this document as Addendum I.

As shown on the aerial map which appears as page 18 of this report, a new loop roadway is proposed from Cherry Valley Road, through primarily vacant land behind the "Nassau Conover" car dealership, to a new intersection with Route 206.

In addition to permitting southbound Route 206 traffic destined for westbound Cherry Valley Road to bypass the Route 206/Cherry Valley Road intersection, the new roadway also will provide vehicular access for any new development on the subject vacant land, thereby eliminating or significantly minimizing the need for any additional curb cuts along Route 206 and Cherry Valley Road near the subject intersection.

ENVIRONMENTAL STUDIES REGARDING THE FEASIBILITY OF ROADWAY CONSTRUCTION IN THE STUDY AREA

As part of its deliberative process of formulating the roadway improvement plan to alleviate traffic congestion at the Route 206/Route 518 intersection and to provide an integrated road network for access to the existing and future development in the vicinity of the intersection, the Transportation Advisory Committee (TAC) considered a number of alternatives.

The three (3) principal alternatives which were considered by the TAC included the following, each of which would have to pass through portions of an eighty-three (83) acre forested wetland complex that comprises the headwaters of Van Horne Brook and Cherry Brook:

- A northerly extension of Linton Drive directly through the wetland complex, passing to the west of the Princeton Airport and proceeding north to Route 518;
- A road proceeding from Cherry Valley Road in a northerly direction, east of the "Woods Edge" development, that would intersect with the western end of Applegate Road, and then proceed westwardly through a portion of the wetlands before turning north, past the western end of the Princeton Airport, to an intersection with Route 518; and
- A road proceeding from Cherry Valley Road in a northerly direction, west of the "Yorkshire Woods" development, through portions of the wetlands before turning north to an intersection with Route 518.

In order to determine the viability of the three (3) alternative roadway alignments, Montgomery Township requested TRC Omni Environmental Corporation (TRC Omni) to investigate the environmental feasibility of constructing roadways through the very high quality wetlands, which are defined as "exceptional" because of the presence of threatened and endangered species in the area.

TRC Omni issued an April 3, 2002 report which is attached to this document as Addendum III. As summarily concluded by the environmental consultants on page 5 of their report: "In our opinion, the likelihood of obtaining an Individual Freshwater Wetlands Permit to disturb these Exceptional Resource Value wetlands is low." Therefore, the Traffic Advisory Committee has determined that the construction of any of the three (3) alternative roadway alignments is not feasible.

TRC Omni also offered the suggestion that Montgomery Township investigate the possibility of "permanently preserving the Exceptional Resource Value wetlands in order to obtain mitigation credits that could be use to offset wetlands impacts elsewhere within Montgomery Township."

As described TRC Omni on pages 5 & 6 of their April 3, 2002 report:

"Under the provisions of NJAC 7:7A-15, the Wetlands Mitigation Council may accept permanent protection of property from future development as mitigation for other wetland impacts. Among the criteria they use to evaluate this option are size, location relative to other preserved open space, habitat value, and interaction with other resources. The presence of critical habitat for threatened or endangered species is specifically cited as an example of when this option might be approved. If approved, the mitigation credit is generally calculated at a nominal 27:1 ratio, i.e., preservation of 27 acres would be accepted as mitigation for destruction of one acre. If the entire 83-acre tract were preserved, Montgomery Township could potentially acquire over 3 acres of mitigation credits that could be used to offset wetland losses on other Township projects."

A second report was prepared by TRC Omni regarding the environmental feasibility of constructing the proposed connector road between Route 518 and Orchard Road. The report, which is noted to be preliminary and which is dated June 3, 2002, is attached to this document as Addendum IV.

As concluded by the environmental consultants on page 6 of the June 3, 2002 report: "It is our professional opinion that, unless NJDEP believes there are threatened or endangered species in this vicinity, it will be possible to obtain permits to construct this connector road without too much difficulty."

CONCLUSIONS AND RECOMMENDATIONS

The Planning Board agrees with the conclusions of the Transportation Advisory Committee that the proposed new roadways at the Route 206/Route 518 intersection and at the Route 206 intersection with Cherry Valley Road and Princeton Avenue, together with the related Route 206 corridor improvements, offer a viable means of improving the capacity and safety of the subject intersections, and endorses the proposed new roadways and improvements as an amendment to the Montgomery Township "Traffic Circulation Plan Element".

The Planning Board recognizes that the location of the new roadways shown on the maps within this document are not intended to indicate precise alignments, and that the road alignments may be moved to a reasonable extent in order to accommodate the needs of the affected property owners, provided that an appropriate alignment and design can be achieved to effectuate the proposed function of the proposed roadways.

Additionally, the Planning Board recommends that the Township's "Land Development Ordinance" provisions be appropriately amended to clearly indicate that the conveyance of land to Montgomery Township for the rights-of-way of any proposed new roadway or for the proposed improvement of any existing roadway in the Township shall not result in the reduction of the otherwise zoned development rights of the subject property, including the square footage of building construction and the total impervious surface coverage of the property.

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