

Reexamination Report of the Master Plan
TOWNSHIP OF HAMILTON

PLANNING BOARD
HAMILTON TOWNSHIP
MERCER COUNTY, NEW JERSEY

December 11, 2008

Reexamination Report of the Master Plan TOWNSHIP OF HAMILTON

Prepared pursuant to *N.J.S.A. 40:55D-89* of the
New Jersey Municipal Land Use Law

Adopted by the Hamilton Township Planning Board
December 11, 2008

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A signed and sealed original is on file with the Township Clerk's office

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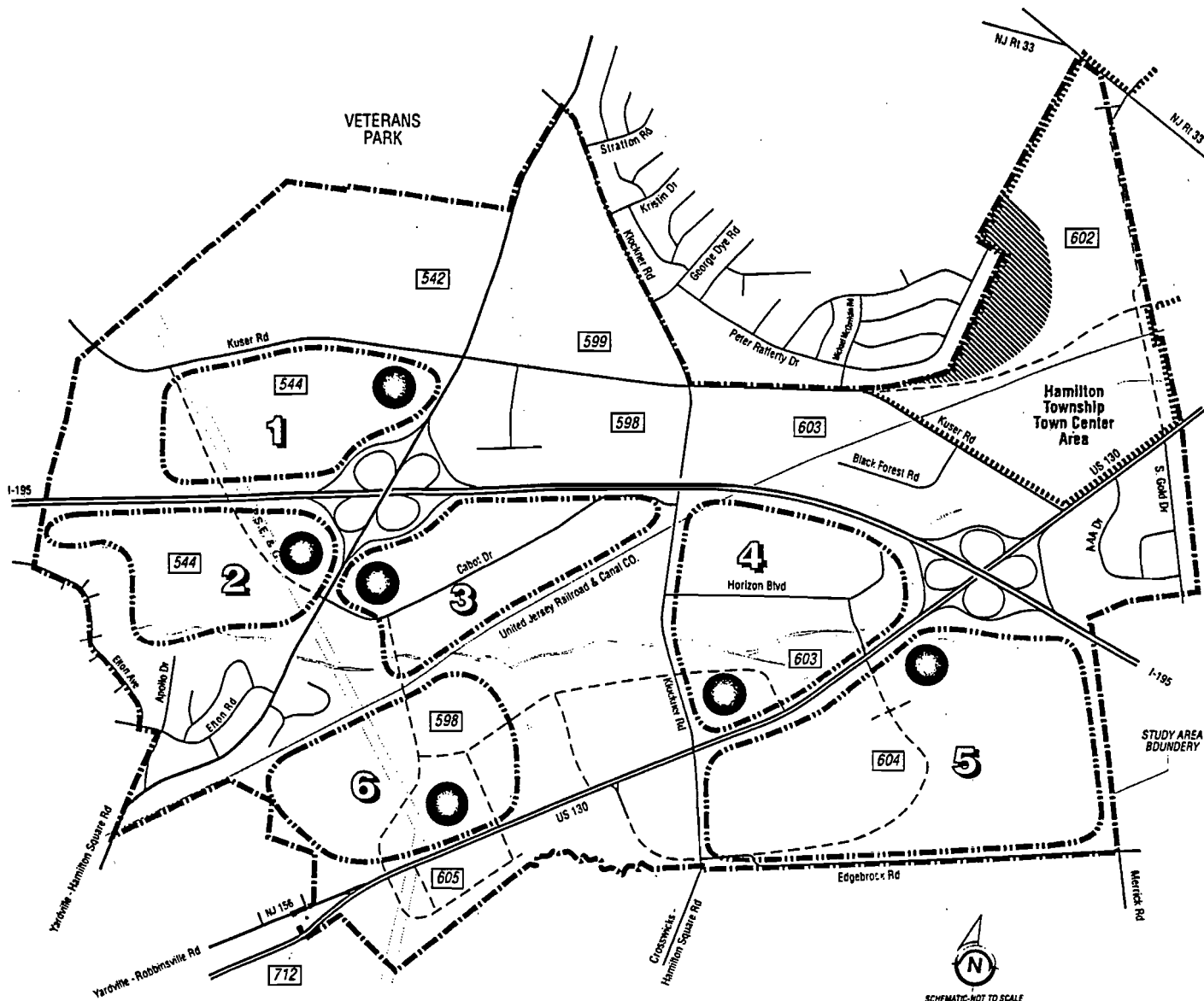
I. INTRODUCTION

The municipal Master Plan is a document, adopted by the Planning Board, which sets forth the policies for land use as envisioned by the municipality. The Master Plan is the principal document that addresses the manner and locations in which development, redevelopment, conservation and/or preservation occur within a municipality. It is intended to guide the decisions made by public officials and those of private interests involving the use of land. Through its various elements, the Master Plan sets out a vision for the community in the coming years.

The Master Plan forms the legal foundation for the zoning ordinance and zoning map. New Jersey, among a handful of other states, specifically ties the planning of a community as embodied in the Master Plan with the zoning ordinance and zoning map. The zoning ordinance and map, which are adopted by the Township Council, constitute the primary law governing the use of land at the local level. Under New Jersey's Municipal Land Use Law *N.J.S.A. 40:55D-1 et seq.*, a zoning ordinance must be substantially consistent with the land use plan.

A Reexamination Report is a review of previously adopted master plans, amendments and local development regulations to determine whether the ideas and policy guidelines set forth therein are still applicable. Under the Municipal Land Use Law, the Planning Board must conduct a Reexamination at least every six years. Five specific topics are to be considered in the Reexamination Report. These are:

- a. *The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.*
- b. *The extent to which such problems and objectives have been reduced or have increased subsequent to such date.*
- c. *The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in state, county and municipal policies and objectives.*
- d. *The specific changes recommended for the master plan or development regulations, if any, including underlying objectives,*



LEGEND







-  Proposed Planned Mixed Use Research & Development Park
 1. Kuser Road/I-195 Interchange
 2. Yardville-Hamilton Square Road/I-195 Interchange
 3. Matrix
 4. Horizon Center
 5. Trenton Diocese
 6. Yardville-Robbinsville Road
-  Proposed Planned Commercial Areas
-  Rezone from R-15 to REO-5
-  Proposed Town Center Boundary
-  Regional Center Boundary
-  New Roadways

EXHIBIT 6
**ALTERNATIVE
LAND USES**

**ROUTE 130 / I-195
LAND USE STUDY**
Hamilton Township
Mercer County, New Jersey

LENAZ, MUELLER & ASSOCIATES
PLANNING/DEVELOPMENT CONSULTANTS
AND
FAZ ASSOCIATES
TRAFFIC ENGINEERING CONSULTANTS

policies and standards, or whether a new plan or regulations should be prepared.

- e. *The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” P.L.1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.¹*

II. PRIOR PLANNING EFFORTS

Master Plan Documents

Hamilton Township’s Master Plan was initially adopted in July 1978. Since then, the Planning Board has adopted a number of Master Plan documents to guide the development and redevelopment of the Township. The most recent planning documents adopted by the Planning Board are identified below.

- 1977 - Master Plan: Part I Background Studies
- 1978 - Master Plan: Part II Development Plan
- 1980 - Recreation Master Plan
- 1989 - Master Plan Update (3 reports)
- 1994 - Route 130 Access Study and Circulation Plan Update
- 1996 - Master Plan Update Review
- 1996 - Route 130/I-195 Study Area Planning Analysis
- 1997 - I-295/Sloan Avenue Study Area Planning Analysis
- 1998 - Technical Supplement to the Transportation Problem Statement for US Route 130 and Klockner Road/Crosswicks-Hamilton Square Road
- 1998 - Route 130 Vision Plan
- 1998 - Interim Report: Road Extension and Traffic Circulation Study for the Hamilton Square Area
- 2002 - Master Plan Reexamination Report
- 2003 - Open Space and Recreation Plan
- 2005 - Planner’s Report in the Matter of Hamilton Township’s R-120 Zones
- 2005 - Master Plan Housing Element

¹ N.J.S.A. 40:55D-89

Master Plan Goals and Objectives

The 2002 Reexamination Report reaffirmed the set goals and objectives for land development and redevelopment in the Township previously adopted by the Planning Board, which are based on the purposes of the Municipal Land Use Law:

- a. *To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote the public health, safety, morals, and general welfare.*
- b. *To secure safety from fire, flood, panic and other natural and manmade disasters;*
- c. *To provide adequate light, air and open space;*
- d. *To ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities, the County and the State as a whole;*
- e. *To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions and preservation of the environment;*
- f. *To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;*
- g. *To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;*
- h. *To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;*
- i. *To promote a desirable visual environment through creative development techniques and good civic design and arrangements;*
- j. *To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the State and to prevent urban sprawl and degradation of the environment through improper use of land;*
- k. *To encourage planned unit developments which incorporate the best features of design and relate the type, design and layout of residential, commercial, industrial and recreational development of the particular site;*
- l. *To encourage senior citizen community housing construction;*

- m. To encourage the coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;*
- n. To promote utilization of renewable energy sources; and*
- o. To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to compliment municipal recycling programs*

These Goals and Objectives continue to satisfactorily support the Master Plan elements and land development ordinances.

III. MAJOR PROBLEMS AND OBJECTIVES AT THE TIME OF THE ADOPTION OF THE 2002 REEXAMINATION REPORT AND THE EXTENT TO WHICH THEY HAVE CHANGED

The 2002 Reexamination Report discusses several key issues pertaining to land development in the Township. A summary of these issues, and the extent to which they have been addressed, is provided below.

Sloan Avenue/Transit Station Area

The 2002 Reexamination Report noted that planning studies were being undertaken in the area of Sloan Avenue that includes the Train Station, American Standard site, and Congoleum properties, and that the Township was working with New Jersey Transit to develop a Transit Village concept. Development of office space on a portion of the American Standard site is now nearly complete. On the remainder of the American Standard site, a 680-unit residential project was previously approved; however, the developer has indicated an interest in seeking changes to the approved plan and product mix. A transit village concept was developed for the Train Station area; however no development has occurred on the NJ Transit site nor at the Congoleum site to date.

Historic Preservation

In the 2002 Reexamination Report, it was noted that interest in historic preservation had been increasing in the Township, as demonstrated by the formal creation of a Historic Commission. It was also anticipated that studies were to be undertaken to further examine the potential of creating historic districts in Hamilton. The Historic Commission has since begun surveying historic sites and structures in the Township; however, no historic districts have been designated to date.

Route 130/I-195 Study Area Development Status, Areas 1 - 6

Clarke Caton Hintz ● ● ■

November 11, 2008

Area	Acres	Dev. Status	Development Type (sf.)				Other	Total SF	notes
			Office	Warehs.	RD/lt ind.	Comm/retail			
1*	140	96 Study Built Built Built Potential	56,500 123,800	600,000	56,500	237,000	5 du (SFD) 256 du (PRD) 186 du (PRD)	950,000 123,800	lots 180 - 184.02 existing SFD Villages, Woodlands 31 ac. @ 6 du/ac
2*	134	96 Study Built Built Appv'd	200,000	650,000	200,000	133,097	247 du (PRD) 62 du (PRD) 180 du (PRD)	1,183,097	Locust Hill Montage Montage
3	142	96 Study Built Built Potential	52,640 15,046 18,000	1,087,000 570,464 582,600 139,392	52,640	261,720		1,454,000 585,510 600,600 139,392	lot 9 Matrix 16 ac. @ .23 FAR
4	164	96 Study Built Appv'd Built	234,756 460,759 119,714	698,695	234,756 224,963	279,448 143,032 16,100	105,000 71,391 (105 rm hotel)	1,552,655 828,754 119,714 87,491	Horizon GDP Horizon GDP other Area 4
5	322	96 Study Built Appv'd Built	224,000 427,120	700,000	224,000	252,000 960,864	75 du (PRD)	1,400,000 960,864 427,120	Marketplace Marketplace PRD zone
6	155	96 Study Proposed Built	96,000	300,000	96,000 350,000	108,000 500,000	1 du (SFD)	600,000 850,000	Normandy lot 23
Total		96 Study Blt & Apv Potential Proposed	863,896 1,131,393	4,035,695 1,153,064 139,392	863,896 224,963 350,000	1,271,265 1,119,996 500,000	105,000 71,391 sf., 826 du 186 du	7,139,752 3,646,362 139,392 850,000	

* Residential development permitted in Areas 1 & 2 under Planned Retirement Development (PRD) Overlay Zone

Duck Island

The 2002 Reexamination Report indicated that planning studies were underway regarding the use of Duck Island. The planning studies have since been completed and outline possible development scenarios for this area as well as some of the constraints that would need to be overcome and regulatory changes needed to enable future develop to occur. To date, no development has taken place.

Rezoning along Crosswicks-Hamilton Square Road

As described in the 2002 Reexamination Report, rezoning of residential properties along Crosswicks-Hamilton Square Road had been requested following construction of Hamilton Marketplace. These properties have now been rezoned as Highway Commercial (HC).

Open Space and Recreation Planning

A Township-wide interest in open space and recreational planning was noted in 2002, including efforts to preserve farmland and to promote a green belt along Doctor's Creek, Crosswicks Creek, and other streams. In 2003, the Township adopted an Open Space and Recreation Plan, which identified 3,649 acres of existing public open space and preserved farmland in the Township, representing approximately 14% of the Township's total acreage. The plan proposed the acquisition almost 250 acres of land to be used for active and passive parks and the addition of farmland in the Farmland Preservation Program. The plan advocated preserving the majority of the existing 4500 acres of undeveloped land in the Township to the extent practicable.

Tax Abatement for Home Repairs

The 2002 Reexamination Report noted a need to upgrade the housing stock and indicated that a recently adopted ordinance providing for Township-wide tax abatement of certain home repairs would assist in this goal.

IV. CHANGES IN ASSUMPTIONS, POLICIES AND OBJECTIVES AT THE LOCAL, COUNTY AND STATE LEVELS

The section below lists additional changes in assumptions, policies and objectives at the local, county, state and regional levels that will have an impact on land use in Hamilton Township:

Demographic Trends

In 2000, the population of Hamilton was 87,109, representing an increase of less than 1% over its 1990 population of 86,533. However, as indicated in the table below, the Township's population has increased at a more rapid pace since 2000, with the latest Census estimate indicating a population of 90,559 for the Township as of 2006, representing an increase of almost 4% in just six years.

Table 1. Population Change in Hamilton and Mercer County, 1990 to 2006.

	1990	2000	Percent Change	2006 (Est.)	Percent Change
Hamilton Twp.	86,533	87,109	0.07%	90,559	4.0%
Mercer County	325,824	350,761	7.65%	367,605	1.2%

Source: U.S. Bureau of the Census, Population Division, June 28, 2007

The increased rate of population growth can be largely attributed to development of new housing stock within the Township over recent years. As of 2000, there was a total of 34,470 housing units. However, as shown in the table below, certificate of occupancy data indicates that 1,974 housing units were added to the Township's housing stock between 2000 and 2007.

Table 2. Housing Unit Certificates of Occupancy, 2000 - 2007

Year	Housing Units Certified
2000	169
2001	169
2002	310
2003	328
2004	174
2005	331
2006	287
2007	206
Total	1,974

Source: NJ Dept of Community Affairs, Division of Codes and Standards

Utilizing the average 2.58 person per household figure for Hamilton from the 2000 Census, the 1,974 housing units added between 2000 and 2007 equate to just over 5,000 persons. However, this average person per household figure may be slightly high since a significant proportion of the housing units constructed were in age-restricted communities.

Non-Residential Development and Economic Trends

Examination of certificate of occupancy data for non-residential development illustrates the substantial amount of office, retail and other non-residential development in Hamilton Township over recent years. As shown in Table 3 below, 2,614,885 sf. of non-residential development has been certified in the Township between 2000 and 2007, with the majority of this development comprised of office, retail, and storage (warehouse/distribution) uses.

Table 3. Non-Residential Certificates of Occupancy, 2000 - 2007

Land Use	2000 sq. ft.	2001 sq. ft.	2002 sq. ft.	2003 sq. ft.	2004 sq. ft.	2005 sq. ft.	2006 sq. ft.	2007 sq. ft.	Total (2000- July 2007)
Office	51,641	17,038	103,049	133,588	17,077	65,467	97,030	145,317	630,207
Retail	0	10,125	105,679	385,514	11,060	138,915	0	4,690	655,983
Restaurant	0	0	0	2,686	0	4,061	4,180	32,181	43,108
Assembly	5,624	0	11,322	13,062	32,774	6,197	0	0	68,979
Arena	4,686	0	0	0	0	2,382	0	0	7,068
Grandstands	0	0	8,148	0	0	0	0	0	8,148
Schools K-12	8,928	0	0	4,894	25,994	69,290	4,450	0	113,556
Factory	194,370	3,136	0	0	84,962	0	0	0	282,468
Institutional	0	0	0	31,000	0	14,952	0	0	45,952
Storage	21,250	54,437	5,760	0	0	9,165	640,244	28,560	759,416
Total:	286,499	84,736	233,958	570,744	171,867	310,429	745,904	210,748	2,614,885

Source: NJ Dept of Community Affairs, Division of Codes and Standards

Although Hamilton Township has experienced substantial commercial development in recent years, the current crisis in the financial and credit markets has already slowed land development throughout the country and will likely continue to limit economic growth at least for the near term. Housing foreclosures and unemployment rates have also been increasing in many communities, although foreclosures rates within New Jersey are less than within the top five states of California, Nevada, Arizona, Florida and Colorado. While there are long term trends in the State which are cause for concern (e.g., transportation infrastructure, tax structure, resident outmigration, integrating new immigrant populations, etc.), these should not materially affect the land use policies of the Township within the typical time horizon of a master plan.

NJ Council on Affordable Housing (“COAH”) Rules

In December 2005, the Township adopted a new Housing Element and Fair Share Plan to address COAH’s Third Round rules, initially adopted by COAH in December, 2004. The Third Round rules, however, were overturned in part by an appellate level court decision in January 2007. For COAH, much of 2007 was spent in rewriting the rules and shoring up the statistical basis for the number of affordable housing units needed in an effort to respond to the appellate decision. New rules were proposed in January of 2008 and adopted on May 6, 2008. At the same time, COAH also re-proposed yet more changes to the rules which were subsequently adopted on October 20, 2008.

In addition to the amendments to COAH’s Third Round Rules, the Fair Housing Act, *N.J.S.A. 52:27D-301*, was amended on July 17, 2008 (P.L. 2008 c. 46). These amendments reflect A-500 also known as the Robert’s bill. This bill most notably eliminates regional contribution agreements (RCA’s) as a method of satisfying the third round affordable housing obligation and eliminates a municipality’s ability to pass on the affordable housing obligation generated by nonresidential development to the developer. Under this statutory amendment a municipality must charge a development fee of 2.5% of the equalized assessed value of nonresidential development. The municipality may continue to require that residential developers construct affordable housing provided certain conditions are met. It is expected that COAH will propose amendments to N.J.A.C. 5:97 and N.J.A.C. 5:96 in the first quarter of 2009 to reflect the Robert’s bill.

Hamilton has a 277 unit rehabilitation obligation and a 706 unit prior round affordable housing obligation. The table below provides the third round (2004 thru 2018) household and employment growth that was projected by COAH in May 2008, along with the resulting third round affordable housing obligation of 852 affordable units (843 units net of exclusions). The affordable housing ratios are as follows: for every 5 dwelling units projected, 1 affordable unit must be provided ($1,852 / 5 = 370.40$) and for every 16 jobs created, one affordable unit must be provided ($7,712 / 16 = 482$). It should be noted that the third round growth projections do not reflect eligible exclusions and adjustments which may reduce the net third round obligation.

Table 4 - Third Round Projections & Affordable Housing Obligation

	Projection	Third Round Obligation Generated
Households	1,852	370.40
Jobs	7,712	482.00
	<i>Total</i>	852.40

As such, the Township has a cumulative obligation of 1,835 affordable housing units (277 rehabilitation units + 706 prior round units + 852 third round units). A new Housing Element and Fair Share Plan is currently being prepared to address the Township’s affordable housing obligation.

2004 Preliminary State Development and Redevelopment Plan

In April 2004, the State Planning Commission released a Preliminary Plan proposing amendments to the 2001 State Plan, triggering a third round of the State Plan Cross-Acceptance process.

Under the 2004 Preliminary State Plan, the statewide goals, strategies and policies as outlined in the 2001 State Plan remain fundamentally the same. However, the 2004 Plan proposes to reorganize the Plan to consolidate the goal statements and background sections for the existing eight goals under one statement and background section and to relocate policies and strategies under a specific goal. The State Plan Policy Map also remains fundamentally the same under the 2004 Preliminary Plan, although greater detail is provided with regard to the location of parkland and open space and sewer service areas.

Under Cross-Acceptance, County governments take the lead with their respective municipalities and residents in coordinating review and comments on the Preliminary Plan. In December 2004, Mercer County completed a Cross-Acceptance Report, which provides a comparison of municipal and county planning documents with the State Plan and summarizes proposed changes to the State Plan.

No changes in the existing State Planning Area designations are recommended for Hamilton Township under the County’s Cross-Acceptance report. However, the County report does recommend that additional areas of preserved open space and parkland be delineated throughout the County, including a number of sites within Hamilton Township. The Township supports those changes.

NJDEP Stormwater Management Requirements

In February 2004, the NJDEP published two sets of new stormwater rules. The first set of rules is the Phase II New Jersey Pollutant Discharge Elimination System Stormwater Regulation Program Rules (N.J.A.C. 7:14A), which addresses the reduction of pollutants associated with existing stormwater runoff. The second set of rules, known as the Stormwater Management Rules (N.J.A.C. 7:8), sets forth the required components of regional and municipal stormwater management plans and establishes the stormwater management design and performance standards for new (proposed) development. Together the two sets of rules are intended to establish a comprehensive framework for addressing water quality impacts associated with existing and future stormwater discharges.

As required under the new stormwater management rules, the Township prepared a Municipal Stormwater Management Plan (MSWMP). The goals of the MSWMP include reducing flood damage, minimizing increases in stormwater runoff from new development, reducing soil erosion, assuring the adequacy of culverts and bridges, maintaining groundwater recharge, preventing an increase in nonpoint source pollution, maintaining the integrity of stream channels, minimizing pollutants in stormwater runoff, and protecting public safety through proper design and operation of stormwater basins. To achieve these goals, the plan outlines specific stormwater design and performance standards for new development and proposes stormwater management controls to address impacts from existing development. The plan also includes preventative and corrective maintenance strategies to ensure long-term effectiveness of stormwater management facilities and outlines safety standards for stormwater infrastructure.

NJDEP Wastewater Management Plan Requirements

In July 2008, the NJDEP updated its 1990 regulations that required municipalities or regional authorities to submit wastewater management plans (WMPs) that reflected how a municipality planned to meet the wastewater needs of its zoned property over a 20-year period. A substantial number of the 191 municipal or regional authorities in New Jersey originally responsible for WMPs did not submit the plans or the required updates. To improve compliance, reduce the number of WMPs and imbed a regional perspective, NJDEP transferred the responsibility for wastewater planning to New Jersey's 21 counties in the new rules. The regulations specifically exclude authorities from wastewater planning and allow municipalities to compile the plans if the county has not submitted or stipulates that it does not intend to submit a WMP.

The new regulations require an environmental build-out analysis to determine the future residential, office and/or commercial development that current zoning will allow. To begin with, NJDEP will supply the county with mapping that will be used to draft a build-out analysis. Municipalities will then have the job of making sure the

mapping accurately reflects their zoning and excludes environmentally sensitive areas, public open space and certain other lands such as preserved agricultural lands from the build-out analysis. The deadline for completion of the WMPs is April 7, 2009. Mercer County is currently in the process of selecting a consultant to assist it in preparing the Plan.

Statewide Transfer of Development Rights Act

In March 2004, the State Transfer of Development Rights (TDR) Act (*N.J.S.A. 40:55D-137*) was signed into law, authorizing transfer of development rights by municipalities throughout the state. Under the statute prior to implementing a TDR program a participating municipality needs to meet a number of requirements, including the adoption of Transfer Plan Element and Utility Service Plan Elements of the Master Plan as well as a capital improvement plan and a real estate market analysis. A municipality also needs to receive Initial Plan Endorsement from the State Planning Commission prior to adopting a TDR ordinance.

Permit Extension Act

The Permit Extension Act of 2008 was approved by the State Legislature in June 2008 and signed by the Governor on September 6, 2008. Under the Act, the expiration of certain state, county and municipal land development approvals is tolled from January 1, 2007, to July 1, 2010. The Act is intended to prevent the abandonment of approvals for projects and activities due to the present unfavorable economic conditions.

Master Plan Sustainability Element

In August 2008, the Municipal Land Use Law (NJSA 40:55D-28, regarding the preparation, contents and modification of a master plan) was amended to include a new optional master plan element, a “Green Buildings and Environmental Sustainability Plan Element.” This element is intended to encourage and promote the efficient use of natural resources and the installation and usage of renewable energy systems; consider the impact of buildings on the local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on-site; and optimize climatic conditions through site orientation and design.

V. RECOMMENDATIONS

In the analysis of the Master Plan, several areas have been identified that should be addressed through either revisions to the appropriate Master Plan element or by implementation through other plans and/or amendments to the Township's Land Development Code. These include:

1. Housing Element and Fair Share Plan

A Third Round Housing Element and Fair Share Plan is currently being prepared for submittal to COAH by December 31, 2008. As outlined in the Third Round plan, the Township's rehabilitation and prior round housing obligation (277 and 706 units, respectively) have been fully satisfied. With regard to the third round obligation of 852 affordable units (843 units net of exclusions), the Township has a substantial number of affordable housing units that may be used to satisfy the third round, including a waiver for the extension of affordability controls which would have otherwise expired during the third round. The Third Round plan also provides for phased implementation of affordable housing programs, including municipally-sponsored housing, throughout the compliance period to 2018.

2. Route 130/I-195 Corridor Rezoning

An analysis of proposed rezoning for two tracts located within the Route 130/I-195 Corridor is appended to, and incorporated as part of, this Master Plan Reexamination Report (see Memorandum of November 25, 2008 to Hamilton Township's Planning Board from P. Caton and A. Malcolm). As discussed in the analysis, amendments to the Township's Master Plan and zoning ordinance are recommended to permit additional mixed use development with the Route 130/I-195 Corridor.

3. Route 130 Corridor Vision Plan and Design Guidelines

The 1998 Vision Plan and Guidelines developed for the Route 130 Corridor by Wallace, Roberts and Todd discussed the need and opportunity for a more spatially cohesive and attractive development of the commercial corridor. The Vision Plan recommended establishing a public and private sector partnership in order to channel growth along Route 130 into a high quality commercial, entertainment, employment and specialty residential "District" serving a regional population. Design guidelines for gateways, site entrances, nodes, and enhancement zones were provided in the plan, including recommendations for enhancement of landscape and streetscape elements, signage, and lighting.

Guiding principles for improving the appearance and function of the Route 130 corridor were also set forth in a May 2007 document, "A Choice for the Future: Route 130, Mercer County, NJ", that was based on visioning workshops organized by

the Greater Mercer TMA and Mercer Regional Chamber of Commerce, funded through a grant from the New Jersey Office of Smart Growth. The guiding principles focused on regional mobility issues, landscape improvements, supporting commerce through better signage and access, enhancing community identity, adapting to infrastructure limitations and market trends, and promoting a shared leadership and vision.

The Township should review the vision statements, guidelines and principles from the 1998 and 2007 documents and prepare ordinance amendments to implement more consistent design standards along the Route 130 corridor as envisioned under the corridor studies.

4. Arts and Culture Initiative

Public art is used throughout the country as a way to improve the visual environment of a particular area, enhance tourism and to expand an area's art economy. Hamilton Township has a head start in integrating public art with the community through the Grounds for Sculpture, an exceptional 35 acre public sculpture garden founded in 1992.

The Township has embarked on an initiative to expand arts and culture in Hamilton Township that would complement recent efforts by the Grounds for Sculpture to improve its visibility from Route 33. The initiative is intended to publicize and promote existing arts and cultural sites and encourage the development of new sites and activities within the Township through coordinated public and private sector efforts. The Township is also considering establishing an Arts and Culture District that could include the Grounds for Sculpture and its primary access routes, the Hamilton Train Station, the AMC Theaters on Sloan Avenue and other County-wide attractions.

To enhance the effectiveness of the Arts and Culture Initiative, it is recommended that the Township prepare a plan for the Arts and Culture District that would include a vision statement and recommendations regarding permitted uses and design standards. The plan could be incorporated into the Master Plan as a sub-element of the Land Use Plan Element.

5. Sustainability Element

To encourage and promote the efficient use of natural resources and sustainable site planning and building practices, the Township should consider preparing a Green Buildings and Environmental Sustainability Plan Element. The element should provide recommendations regarding ways to incorporate sustainable development practices into municipal decision-making, operations and purchasing, as well as the development review process.

VI. REDEVELOPMENT PLANS

Hamilton Train Station Area

In December 2002, the Township Council authorized the Planning Board to conduct a preliminary investigation of the area in the vicinity of I-295 and the railroad line (the Hamilton Train Station area) to determine if it met the statutory criteria for designation as an area in need of redevelopment. The Planning Board held a public hearing on the findings of the preliminary study and recommended adoption of the study area as an “Area In Need of Redevelopment” to the Council on December 18, 2003. Concurrently, a Redevelopment Plan was prepared for a portion of the Study Area (Block 1505, Lots 10 and 12; and Block 1518, Lots 5, 6, 6.01, 7, 8 and 9) that recommended a mix of office and residential development, including townhouses, condominiums and apartments for the Block 1505 portion of the plan (American Standard area), and mixed use development for the Block 1518 portion of the plan (Hamilton Train Station area). The Township is considering rescinding the Redevelopment Plan and is working with NJ Transit and property owners in the area to develop a new Redevelopment Plan that will better reflect current market conditions and municipal planning priorities.

Hamilton Town Center/Morton Tract Area

In the mid 1970s, the Township acquired approximately 150 acres of land in the center of the Township to set aside for a Town Center complex. The first phase of the Town Center was realized shortly thereafter with the construction of the Township’s police station/courts building and the Hamilton Township Public Library. In the mid 1980s, the Hamilton Township Redevelopment Agency was established and given the dual tasks of preparing a comprehensive master plan for the site and seeking public/private partnerships to implement the plan. In 1986, a Blight Study was completed for area to the north and west of the police station and library, including the former landfill site (now occupied by the Township’s composting center and Somerton Springs Family Golf facility) and the vacant woodland area extending north to Cypress Lane (the Morton Tract). Based on the findings of the Blight Study, the area was deemed an Area in Need of Redevelopment and a Redevelopment Plan was adopted in January 1989 that proposed a mixture of retail and office uses for the area. In 1995, the Redevelopment Plan was amended to focus on governmental, public recreation, retail, and residential uses. Building on the 1995 Redevelopment Plan, a Hamilton Town Center Vision Plan was completed in 1999 for Parcels 1 and 2 (the southeast portion of the Morton Tract) which recommended development of a residential, entertainment, and commercial complex in a village-like Town Center setting.

The Township is currently assessing the feasibility of utilizing the former landfill area for alternative land uses. In addition, the Township is reviewing a recent concept plan for southeast portion of the Morton Tract that proposes development of a 45,000 sf. municipal building, 200 units of age-restricted housing and four buildings containing approximately 240,000 sf. of commercial space. In light of the long history of planning for the development of this area the Township should pursue the site investigations and consider preparing an amended Redevelopment Plan to guide the disposition and development of the tract.

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MEMORANDUM

Clarke Caton Hintz

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To: Hamilton Township Planning Board

From: Philip Caton, FAICP, PP
Andrea Malcolm, AICP, PP

Re: Master Plan and Zoning Analysis of Proposed
Mixed-Use Development along the Route 130/I-195 Corridor

Date: November 25, 2008

Introduction

Zoning amendments have been proposed to permit mixed use development on two tracts along the Route 130/I-195 Corridor. Clarke Caton Hintz has undertaken this review to evaluate the extent to which these proposals are consistent with the Township's Master Plan and with sound planning principles and whether revisions to the Township's Master Plan and Land Development Code to effectuate these proposals are warranted.

One tract, which is controlled in part by Normandy Real Estate Partners (hereinafter the "Normandy" tract or "Area #6") consists of approximately 155 acres¹ and is located along the southbound side of Route 130 within the Research and Development - RD zoning district. A mixed use development containing 500,000 sf. of commercial/retail space and as much as 350,000 sf. of industrial space has been proposed by Normandy Real Estate Partners in this location. The other tract is comprised of approximately 100+ acres² and is also located along the southbound side of Route 130, but north of the I-195 interchange adjacent to Robbinsville Township near the Washington Town Center. It is also located within the RD zoning district. A mixed use development called "Hamilton Commons" consisting of over 300,000 sf. of commercial/retail uses, 18,500 sf. of office/service retail uses, 300 corporate suites, and 110 suite hotel rooms is proposed generally along the Route 130 frontage of this tract in an area noted in the Master Plan Study as "Hamilton Town Center." Please see the area map entitled "Alternative Land Uses – Route 130/I-195 Land Use Study" which includes the two tracts on the following page.

John Clarke, FAIA
Philip Caton, FAICP
Carl Hintz, AICP, ASLA
John Hatch, AIA
George Hibbs, AIA
Brian Slauch, AICP
Michael Sullivan, AICP

¹ Block 2610, Lots 22 - 26 and 34 – 38

² Block 2596, Lots 1 -10, 26 and 27, Block 1961, part of Lots 207 and 208, part of Block 2593.



Master Plan Background

In conjunction with the 1996 Master Plan Reexamination, a planning analysis was prepared for the Route 130/I-195 Study Area (hereinafter the “Route 130/I-195 Land Use Study”) to investigate the potential for mixed use and retail development along the Route 130/I-195 corridor. The introduction to the study noted that the extent of vacant developable land and the exceptional local and regional transportation access to the study area warranted a reexamination of land use in the corridor and acknowledged a strong demand for commercial (retail) development to serve regional needs.

Based on a comprehensive planning and traffic analysis of alternative land use scenarios and a review of fiscal data related to the respective scenarios, the Route 130/I-195 Land Use Study recommended the development of up to six (6) freestanding planned commercial centers at specific locations within the RD zone. These Planned Commercial Developments (PCD’s) would be permitted on minimum 100 acre tracts within Planned Mixed-Use Research and Development Parks. The study also recommended that planned retirement development be permitted within the RD and Research, Engineering and Office – REO-5 zones to address the housing needs of a growing senior population.

Planned Commercial Development

With regard to planned commercial development, the Route 130/I-195 Land Use Study recommended specific limits on the extent of commercial development:

“The total amount of planned commercial space should not exceed 1.2 million square feet of which the greatest amount should be devoted to regional anchor stores. No more than 20% of the floor area at each site should be utilized for general commercial.” (p.6)

The limits on commercial development were based on traffic considerations. Following a comparison of the traffic impact of potential development under existing zoning with that of the proposed alternative mixed land uses in the six Planned Mixed Use Research and Development Park areas, the study concluded that:

“(t)hese comparisons show that the proposed mixed-use development parks, if controlled in terms of type and quantity of retail use, could result in peak hour traffic growth similar to, or less than, that which could occur from development under current zoning. (p. 34)”



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The Route 130/I-195 Land Use Study included a number of recommendations regarding site layout, building massing and form, building appearance, parking and circulation, landscaping, lighting, community spaces, service areas, and other aspects of site development for planned commercial development within the mixed use development parks. In 1998, the Township commissioned a Vision Plan and Guidelines for the Route 130 Corridor, which provided additional recommendations for streetscape and landscape design improvements along the Route 130 corridor. The 1998 Vision Plan emphasized that

“(t)here is a pressing need to channel the growth of this Corridor to create a unique and noteworthy “place” which will provide an attractive environmental for commercial activity and stimulate development with higher and better uses.”

In the 2002 Master Plan Reexamination Report, it was noted that new zoning overlay districts had been developed to permit planned commercial development within the Route 130/I-195 Corridor, which had led to the construction of the Hamilton Marketplace development along Route 130. However, the 2002 Reexamination Report did not provide any new policy recommendations regarding commercial development or other land use within the corridor.

Hamilton Town Center

In the Route 130/I-195 Land Use Study, the Hamilton Commons area is discussed in the context of the adjacent planned Washington Town Center along Route 33 in Robbinsville Township. The study recommends that Hamilton Township create “a new Town Center which would be an expansion of the Washington Township Town Center.” (p. 6) The study describes a possible mixed use development scenario for the Hamilton Town Center that

“could include specialized housing and facilities for the elderly and retired individuals to reflect a neo-traditional design, a clustered pattern of office and industrial development, generous open space buffers between non-residential development and existing homes, permanent preservation of wetlands and environmentally sensitive wood lots, and implementation of the Kuser Road extension into Washington Township and construction of the Route 33 bypass road to Route 130.” (p. 44)

Beyond this conceptual development scenario, however, the Route 130/I-195 Land Use Study provides no specific recommendations for the type and extent of mixed use



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development envisioned for the Town Center area and no zoning standards were ever adopted to implement the concept.

Development of the Route 130/I-195 Land Use Study Area and Impacts on Traffic

As described above, in 1996 traffic impacts were central to the consideration of permitting planned commercial development within the Route 130/I-195 corridor. Significant development has occurred in the intervening years within the 6 specific development areas; however, not surprisingly, actual and approved development varies from the assumptions used in the 1996 study.

The Route 130/I-195 Land Use Study traffic analysis anticipated substantially more research and development uses within the six mixed-use development parks than has occurred to date and it did not account for the traffic impacts related to planned retirement housing development, which has been a significant factor within the Route 130/I-195 Corridor.

In order to compare the traffic implications of the development projected in the 1996 study with subsequent development we have charted the development which has occurred, been approved or for which zoned capacity exists in each of the 6 development areas. The results are set forth in the attached chart entitled “Route 130/I-195 Study Area Development Status, Areas 1-6” on the following page.

As indicated in the chart, Areas 1 and 2 are now largely residential, rather than developed with a mix of land uses as envisioned under the 1996 analysis. Area 3 is comprised almost exclusively of warehouse development and Areas 4 and 5 are primarily comprised of office and retail uses. Area 6 currently has some warehouse and service uses, but is still largely vacant.

Remington Vernick & Arango Engineers, the consulting engineer to the Township has assessed the traffic impacts of the current development patterns within the Route 130/I-195 corridor; their findings are set forth in a letter report to Rob Warney dated November 25, 2008 (see letter attached to the end of this report) which is incorporated by reference as part of this report. Their comparison of the traffic impacts of development as projected in the Route 130/I-195 Land Use Study and the current built, approved and zoned development capacity reflects an overall reduction of 27% and 17% in the AM and PM peak hours respectively with the current scenario *including* the proposed increase to planned commercial development in Area 6.

Furthermore, Remington Vernick & Arango reviewed a preliminary traffic report prepared for Normandy by CMX and concluded that the construction of the Master Plan



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Road and related improvements will offset the anticipated impacts from traffic generated by the proposed planned commercial and warehouse development of Area 6.

Master Plan Consistency

Area #6 (the Normandy Tract)

The proposal for additional Planned Commercial Development within Planned Mixed-Use Research and Development Park #6 (the Normandy tract) involves a number of minor variations from the Township's Master Plan, including an increase in the floor area of permitted commercial development, elimination of restrictions on the size and type of commercial development and clarification of the Master Plan road construction requirements.

As previously discussed, the Route 130/I-195 Land Use Study established limits on the type and extent of commercial/retail development within the mixed use development parks due to concerns regarding traffic impacts. However, the commercial development limit which would actually apply to the Normandy site is not clear in the Master Plan documents: a maximum 20% of the overall development permitted at the site would equate to over 200,000 sf. of permitted commercial space, whereas the traffic analysis for the 1996 study assumes that 108,000 sf. of commercial space would be developed at this site. Yet another limit is suggested by applying the overall 1.2 million sf. cap for all planned commercial development within the RD district, which would allow only approximately 84,000 sf. of additional commercial development based on current estimates of existing and approved commercial development within the study area. In fact, the 75,000 sf. cap on commercial development specified for Area 6 under the Township's Land Development Code is more restrictive than any of the various limits suggested in the Master Plan.

Notwithstanding the above, the Township now has had the opportunity to assess the actual operation of the road system in the corridor with over 1.1 million square feet of commercial development occupied along with over 2.5 million square feet of office, warehouse/distribution and light industrial space and 826 dwelling units. The Route 130/I-195 Land Use Study indicates that the key consideration in establishing a limit on the amount and type of planned commercial development within the RD District is the potential traffic impact. As discussed in the previous section of this report, Remington Vernick & Arango's evaluation of the traffic generated by existing approved and potential development within the Rte 130/I-195 corridor indicates that the proposed increase to 500,000 sf. of commercial development would have a manageable traffic impact in relationship to the development anticipated under the 1996 Study.



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We recommend that any commercial development beyond the 75,000 sf permitted under current RD zoning for Area 6 be linked to the construction of the “Yardville Bypass” Master Plan Road and the improvements to its intersection with Route 130 and Route 156. The Master Plan Road connecting Cabot Drive to Route 130 was anticipated under the 1996 Route 130/I-195 Land Use Study. The Master Plan Road is an important link in the collector road network in the area and is critical to managing the traffic impact of major commercial development on the Normandy tract.

In summary, Area 6 represents an opportunity for the Township to extend the dynamic commercial development which has revitalized the Route 130/I-195 corridor in recent years and add a key component of the local highway infrastructure without the development intruding on the adjacent Yardville neighborhood.

We recommend that the right to develop commercial floor area on the Normandy tract be addressed in a similar manner to that of other planned commercial areas in the Route 130/I-195 corridor, with a limitation – for example, 40% - of the permitted gross floor area yield up to a maximum of 500,000 sf.

It should be noted that a substantial portion of Area 6 – principally the land which would be south of the Master Plan Road and adjacent to the Yardville residential neighborhood-is constrained by wetlands and is also unsuitable for intensive commercial development due to its lack of frontage on Route 130. We recommend that any significant scale of planned commercial development in Area 6 be restricted to the portion of Area 6 which has extensive frontage on Route 130.

Finally, based on the experience to date the limitations which the 1996 Study recommended on the ratio of anchor tenants/magnet stores to smaller retailers should be relaxed. At least one anchor tenant/magnet store of 100,000 sf. should continue to be required as part of each Planned Commercial Development (consistent with the 1996 study); however, the current requirement that at least 80% of the permitted gross commercial floor area be devoted to anchor tenant/magnet stores should be reduced to 25% to reflect market realities and the advanced stage of the corridor’s development.

These modifications to the PCD/PMURD Park overlay for Area 6 are consistent in principle with the Route 130/I-195 Land Use Study; however, they do involve expanding the extent of permitted Planned Commercial Development in the corridor from 1.2 million square feet to accommodate additional commercial development, modifying the proportion of anchor tenants/magnet stores to other retailers and reassigning responsibility for construction of the Master Plan Road. To the extent that these and the other related recommendations herein represent modifications to the Township’s Master Plan we recommend that these modifications be adopted.



Hamilton Town Center (Hamilton Commons)

The Hamilton Commons proposal represents an opportunity to realize the economic advantage of the Route 130/I-195 interchange on the northern side in a manner similar to that (albeit at a smaller scale) of the Hamilton Marketplace on the southern side.

Although it was profiled as an extension of the Washington Town Center in the Route 130/I-195 Land Use Study, the Hamilton “Town Center” area actually meets the four criteria set forth in the Study to determine appropriate locations for *planned commercial development*, namely: a site location at the intersection of major roadways; an efficient site shape, size, and topography; site accessibility from major thoroughfares, and the ability to address regional shopping demand with large anchor stores.

The Hamilton Commons area is currently zoned RD, but without the Planned Commercial Development/PMURD Park overlay under which the majority of the commercial development in the Route 130/I-195 corridor has proceeded. Now that much of the available acreage south of I-195 has been commercially developed, the PCD/PMURD Park overlay should be extended to the Hamilton Commons tract.

Planned Commercial Development on this tract will enhance the regional draw of the Route 130/I-195 corridor by expanding the inventory of anchor tenants/magnet stores as well as smaller retailers. It will also appeal to a slightly different local market since it is situated north of I-195 and is therefore proximate to the Washington Town Center and other Robbinsville residents. In fact, the 1996 Alternative Land Use Map (which is incorporated into this report) illustrates two possible roadway connections extending from Kuser Road and Route 130 into the Washington Town Center. The need for these Master Plan roads should be addressed collaboratively by the two Townships in advance of a site plan or subdivision application.

We recommend that the right to develop commercial floor area on the Hamilton Commons tract be addressed in the same fashion as the Normandy tract and other planned commercial development areas in the Route 130/I-195 corridor, with a 40% limitation of the permitted gross floor area yield under the RD district. As a practical matter, the stream corridor and associated wetlands which bisect the property and the reduction in developable tract area imposed by the rail right-of-way will further limit the extent of development on this tract.

The amendments to the Master Plan and Land Development Code for the PCD/PMURD Park overlay which are set forth in the prior section regarding the Normandy tract would apply equally to the Hamilton Commons tract. However, beyond those changes, the Hamilton Commons proposal includes a proposed hotel, which has prompted an



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assessment of the current zoning provisions for hotels in the Township and recommendations for revisions.

Hotels are currently a conditionally – permitted use in the RD district. The conditions set forth in the Land Development Code are rigorous and if an applicant fails to meet any one of the conditions the application becomes a “d” variance before the Zoning Board of Adjustment. This approach is administratively cumbersome since hotel applications are likely to be part of planned commercial development before the Planning Board. Consequently, we recommend that the Land Use Code be revised to provide for hotels as permitted uses within the RD district with standards which, if not met, would require relief under *N.J.S.A. 40:55D-70c*. Such applications would remain before the Planning Board.

The RD-zoned portion of the Hamilton Commons tract- at 85 +/- acres - is slightly smaller than the 100 acre minimum tract area needed to qualify for the PCD/PMURD Park designation under current ordinance standards. However, the United Jersey Railroad & Canal Company right-of-way creates a logical line of demarcation for intensive planned commercial development which should be oriented southeast toward the Route 130 frontage. In this respect, this commercial development would be separated from the houses on Rafferty Drive and others in the neighborhood to the northwest by a “generous buffer” as prescribed in the 1996 Route 130/I-195 Land Use Study. Consequently, the zoning ordinance should be revised to provide for the 100 acre minimum for PCD/PMURD Parks to be satisfied by the 85 +/- acres within the RD district with the balance from the adjacent REO-5 district. The actual planned commercial development would be limited to the RD district.

Traffic impacts are just as relevant north of I-195 as they are south of I-195 in assessing the viability of intensifying the potential land uses. Consequently, we calculated the approximate development capacity of 100 acres of the Hamilton Commons under current zoning (office, warehouse and distribution) and compared its traffic impact at the am and pm peak hour with that of the array of land uses proposed for Hamilton Commons (retail/commercial, office/service retail, corporate suites and hotel).

The traffic analysis was performed by Remington Vernick & Arango Engineers and is set forth in their November 25, 2008 letter report to Rob Warney referenced previously. That report finds the relative impact of the planned commercial development to generate 4% fewer trips in the am peak hour and 10.65% fewer trips in the pm peak hour than with full development as currently zoned. Consequently, the traffic impact of planned commercial development at the Hamilton Commons tract should be manageable, particularly once detailed traffic impact analyses are performed which will identify traffic



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flow improvements to the area roadways which should accompany any such development.

In summary, we recommend that Township's Master Plan be amended through the adoption of the 2008 Reexamination Report to change the land use characterization of the Hamilton Commons from Town Center to Planned Commercial Development within a Planned Mixed-Use Research and Development Park. The underlying RD and REO-5 zoning designations would remain the same as under the current zone plan. We also recommend that the Hamilton Land Development Code be amended to become consistent with the other Master Plan recommendations in this report for the Hamilton Commons tract.

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November 25, 2008

Mr. Robert S. Warney, Director
Community Planning & Compliance
Township of Hamilton
2090 Greenwood Avenue
P.O. Box 00150
Hamilton, NJ 08650-0150

**Re: Traffic Review
Normandy Real Estate Partners
Concept Application
Hamilton Township, Mercer County
Block 2610, Lots 22, 24-26, 33-38
RV&A #11-03-P-026**

Dear Mr. Warney:

This letter serves as a revised report to our November 21, 2008 correspondence concerning the above-referenced application. Please note we have also reviewed the potential zoning of the adjacent Hamilton Commons as it pertains to potential traffic impacts to the referenced application. This report addresses those potential impacts.

We have reviewed the additional documentation submitted to our office on September 16, 2008, for the construction of a mixed-use development consisting of 500,000 SF of retail space and 350,000 SF of industrial space proposed along southbound State Highway Route 130, between its intersections with State Highway Route 156 and Klockner Road, in Hamilton Township, Mercer County, New Jersey:

The following documentation was reviewed by this office for the above-mentioned application:

1. Preliminary Traffic Report dated March 21, 2008, prepared by CMX.
2. Traffic Impact Study dated May 28, 2008, prepared by CMX.
3. Sheets 1 through 4 of 4, Normandy Real Estate Partners Route 130 Southbound, dated May 19, 2008, prepared by CMX.



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Mr. Robert S. Warney, Director
Hamilton Township
November 25, 2008
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Additionally, as requested by the Township, we reviewed a Planning Analysis Report prepared for the Township in 1996 regarding six (6) Planned Use Mixed Development Areas along the Route 130/I-195 Corridor. Area 6 of this report is the area of this planned mixed use development conceptual application. Our comments are listed below under the heading Traffic Planning Analysis Report Comparison.

The following comments in *italics* are our original comments and our response follows. Generally, it appears this currently planned mixed use development with the planned mitigation measures and improvements, as outlined in the CMX Traffic Study, will not adversely impact the traffic within the study area. If the board acts favorably on this application and the development goes forward, our responses below should be considered in the subsequent site plan applications.

Traffic Study:

It is our opinion the study was prepared in a professional manner following the generally accepted practice for traffic impact analyses. However, prior to offering an opinion on the traffic impacts for this project, we recommend the traffic report be modified as indicated in the following sections.

The following adjacent intersections were studied:

- *Route 130 & Klockner Road*
- *Route 130 & Route 156*
- *Route 130 & Horizon Center Blvd/Marketplace Driveway*
- *Route 156 & Yardville-Allentown Road (CR 524)*

The traffic report provides Rerouted Volume information at the proposed intersection of Cabot Drive and the future Master Plan Roadway, as well as at the intersection of Cabot Drive with Yardville-Hamilton Square Road and the signalized intersection of Cabot Drive with Klockner Road; however, these intersections were not evaluated for a 2010 Build Level of Service. The report should be revised to include an evaluation of these three intersections.

The additional report submitted for review provided this requested information. In the submitted reports, the No-Build, Build and Build with Mitigation scenarios were analyzed in order to assess the impact the site traffic will have on the above-listed intersections. The No-Build scenario represents 2010 background volumes, the Build scenario represents 2010 background volumes and the site-generated traffic, and the Build with Mitigation scenario represents the Build scenario with improvements made along the study area network to accommodate the site-generated traffic.

Based on the reviewed information, we concur with the study conclusion that the implementation of the improvements along the study area network as outlined in the report will offset the anticipated impacts from the site-generated traffic.

1. *We recommend the traffic study be revised to include an existing conditions level of service analysis at the study intersections.*

The applicant's traffic engineer has requested we waive this requirement, and based on the applicant's written request and explanation, this recommendation is no longer applicable.

2. *The Conceptual Plan shows a roadway extending from the Master Plan Roadway, running along the western edge of the proposed development and connecting with an existing private roadway within the Post Office property; however, this roadway is not referenced in the report. The applicant's engineer should revise the report to discuss this roadway, including necessary analysis and expected trips along the road and at the intersections along this route.*

The additional information provided by the applicant's traffic engineer clarifies this roadway was shown on the plans for informational purposes only and is not being built as a part of this development; therefore, the analysis is not required.

It should be noted the intersections and roadways adjacent to this project are located in Hamilton Township's Transportation Improvement District (TID). Therefore, we recommend the applicant provide a proportional fair-share contribution in accordance with the Township's TID plan at the time of final site plan approval.

This comment is still applicable at the time of final site plan approval.

Site Plan:

It is our understanding the conceptual site plan submitted to this office is for discussion purposes only, and a comprehensive review of this site layout can be completed upon receipt of detailed engineering plans indicating dimensions, loading zones, parking, signage and all necessary ancillary information.

The plan proposes two (2) driveways along Route 130 and two (2) driveways along the Master Plan Roadway. The driveways along the Master Plan Roadway provide full ingress and egress movements. The Route 130 driveways propose right-turn only ingress and egress movements. The on-site traffic circulation appears to provide efficient movement of vehicles through the site.

Upon review of the conceptual plan we offer the following comment.

1. *We recommend exclusive left-turn lanes be provided at the site driveways that intersect with the Master Plan Roadway.*

This comment is still outstanding, as a revised conceptual plan or detailed engineering plans have not been submitted for review. We continue to make this

recommendation if the applicant continues with the development and seeks site plan approval.

Traffic Planning Analysis Report Comparison:

We have evaluated the projected traffic generation of the six (6) Planned Mixed Use areas as outlined in the Planning Analysis prepared for the Township in 1996. We compared the projected traffic generation of the proposed land uses as defined in the 1996 report to the projected generation of the present-day and upcoming developments in these six areas as prepared by Clarke Caton Hintz (Route 130/I-195 Study Area Development Status, Areas 1-6,) dated November 11, 2008. As previously mentioned, Area 6 represents the area of this planned mixed use development conceptual application. The following table summarizes our findings:

	Area	Projected Trip Generation	
		AM Peak	PM Peak
1996 study	1	762	1599
	2	1081	1580
	3	929	1826
	4	1345	2206
	5	1244	2043
	6	661	1128
	Overall	6022	10382
Built/Potential	1	337	367
	2	109	154
	3	588	609
	4	1314	1898
	5	1229	3384
	6	839	2186
	Overall	4416	8598
Percentage Difference	1	-55.77%	-77.05%
	2	-89.92%	-90.25%
	3	-36.71%	-66.65%
	4	-2.30%	-13.96%
	5	-1.21%	65.64%
	6	26.93%	93.79%
	Overall	-26.67%	-17.18%

As the table demonstrates, for the majority of the six defined areas, the projected trip generation from the 1996 proposed land uses is higher than that of the developments that have been built and are currently planned for the same six areas. The only areas where the potential trips are higher for the current uses than the 1996 plan are Area 5 during the PM peak period and Area 6 during both peak periods. However, when the projected trip generation values for all six areas are combined, the overall result is a reduction in potential traffic through the entire study area between the 1996 planned land uses and the current-day developments.

It is also noted Area 6 was more specifically analyzed as part of this conceptual application. Our review and findings of this specific analysis are outlined in the Traffic Study section above. Accordingly, the planned mitigation measures and improvements as outlined in the CMX Traffic Study will offset the anticipated increase in traffic of Area 6, as a result of the current planned mixed use development.

We have also reviewed the potential traffic generation of the mixed use development concept proposed within the Hamilton Town Center Area, or Hamilton Commons. We compared the projected trip generation within the area under current zoning to that under the proposed zoning changes for the mixed use development. The following table summarizes our findings:

Hamilton Commons	Projected Trip Generation	
	AM Peak	PM Peak
Current Zoning	1049	1042
Proposed Zoning	1007	931
Percentage Difference	-4.00%	-10.65%

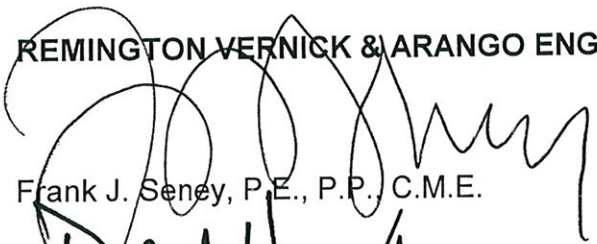
As the table illustrates, within the Hamilton Commons area the projected trip generation in the AM and PM peak hours would decrease under the proposed zoning conditions in comparison to the current zoning conditions. This decrease would thus further positively mitigate the anticipated traffic from the adjacent planned mixed use development.

Mr. Robert S. Warney, Director
Hamilton Township
November 25, 2008
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If you have any questions, please do not hesitate to contact our office.

Sincerely,

REMINGTON VERNICK & ARANGO ENGINEERS, INC.



Frank J. Seney, P.E., P.P., C.M.E.



Michael Citerone, P.E., P.P.

FJS/TJM/el

cc: Robert C. Poppert, AICP, P.P.; Richard S. Williams, P.E., P.P.; Tim Amison; Cheryl Durrelli, Secretary; Beth McManus, AICP, P.P.; Clark, Caton & Hintz; **Phil Caton, P.P., Clark, Caton & Hintz**