TOWNSHIP OF OLD BRIDGE
ORDINANCE NO. 23-17

ORDINANCE OF THE TOWNSHIP OF OLD BRIDGE, NEW JERSEY AMENDING CHAPTER 250 OF THE CODE OF THE TOWNSHIP OF OLD BRIDGE ENTITLED "OLD BRIDGE TOWNSHIP LAND DEVELOPMENT CODE" BY AMENDING ARTICLE XII, §250-107 ENTITLED "OFF-TRACT IMPROVEMENTS"

BE IT ORDAINED by the Township Council of the Township of Old Bridge, County of Middlesex, State of New Jersey, as follows:

SECTION 1. PURPOSE

The purpose of this ordinance is to amend certain sections of Article XII, Section 250-107 of the Old Bridge Township Land Development Ordinance entitled "Off-Tract Improvements" that relied upon a report entitled "Methodology for Off-Tract Pro-Rata Analysis for the Township of Old Bridge," prepared by Louis Berger Associates, August 1980. This original report is outdated and computed a build-out analysis, circulation network improvements and priorities through 2020 for the Transportation and Drainage Pro-Rata Improvements. The proposed amendment contains a new report entitled "Township of Old Bridge Off-Site Traffic Pro-Rata Share Analysis Report" dated June 2023 and prepared by Environmental Resolutions, Inc. and Traffic Planning and Design, Inc. This report projects the Township's circulation network improvements and priorities based on a build-out analysis through the year 2040. The amendment also removes the 'Drainage Pro-Rata Share' as each development is now required to meet the New Jersey Department of Environmental Protection and Township requirements as it relates to the construction of Stormwater Management Controls.

SECTION 2. Chapter 250, Article XII, §250-107 of the Code of the Township of Old Bridge, is hereby amended as follows [added portions are underlined and bolded; deleted portions have strikethrough]:

§ 250-107 **Off-Tract Improvements.**

A. In general.

(1) Pursuant to N.J.S.A. 40:55D-42, an applicant is required to pay, prior to the granting of final subdivision or site plan approval by the approving board, a pro rata share of the cost of providing reasonable and necessary street improvements ~~and water, sewerage and drainage facilities,~~ and easements therefor located outside the property limits of the development in an amount determined hereunder.

(2) The methodology, except for trip generating factors and facility improvement costs, contained in a document entitled ~~"Methodology for Off-Tract Pro-Rata Analysis for the Township of Old Bridge~~ "**Township Old Bridge Off-Site Traffic Pro-Rata Share Analysis Report**, **dated June 2023, prepared by Environmental Resolution Inc., and Traffic Planning and Design Inc."** ~~by Louis Berger Associates, August 1980, as revised,~~ is hereby declared to be expressly incorporated herein and made part of this chapter. A copy of this document is available for inspection in the office of the Township Engineer **and is available on the Township's website at www.oldbridge.com**.

(3) Trip generating factors and facility improvement costs are variables which require periodic adjustments as improvements are installed or as costs change and are ~~not~~ incorporated herein. The Township Engineer shall revise these factors and submit ~~yearly~~ a report to the Planning Board **every five (5) years** for its review and the approval ~~of~~ **by** the governing body.

~~B. Drainage pro rata share.~~

~~(1) The drainage pro rata share is intended to apportion the costs of improving culverts and cleaning stream channels in relation to the degree to which a specific development causes the existing culverts and stream channels to become over utilized.~~

~~(2) For purposes of this Subsection B, "pro rata share" is defined as the sum of labor, material and engineering design costs needed to increase the capacity of particular culverts above the level needed to accommodate existing development. Labor and material cost for cleaning that portion of the stream channel within the drainage area of any one culvert is included. Pro rata share shall vary with the size and the type of the proposed development, the total amount and type of development within a particular culvert's drainage area and the number of culverts downstream of the proposed development.~~

(3) ~~A particular developer's pro rata shall be calculated in accordance with the following formula:~~
~~Pro Rata Contribution = (Acres of Land Type) (Runoff Weight for Land Type)~~
~~The sum of all weighted acres for all developable undeveloped land types upstream of the first affected culvert = Cost of Improvement to First Affected Culvert (Acres of Land Type) (Runoff Weight for Land Type)~~
~~The sum of all weighted acres for all developable undeveloped land upstream of the second affected culvert = Cost of Improvement to Second Affected Culvert (Acres of Land Type) (Runoff Weight for Land Type)~~

~~The sum of all weighted acres for all developable undeveloped land types upstream of the third affected culvert = Cost of Improvement to Third Affected Culvert (Acres of Land Type) (Runoff Weight for Land Type)~~
~~The sum of all weighted acres for all developable undeveloped land types upstream of the last affected culvert = Cost of Improvements to Last Affected Culvert.~~

~~C.~~B. Transportation pro rata share.

(1) The transportation pro rata share is intended to apportion the cost of making roadway improvements, the need for which is caused by new development. The amount of contributions of a new development is determined in relation to its absolute size and the relative amount of trips produced by the development type.

(2) For purposes of this Subsection B, "pro rata share" is defined as the sum of base cost and adjusted base cost. Base cost consists of the land, labor, material and engineering design costs associated with the construction and/or installation of all traffic improvements needed to increase the capacity of the Township roadways to handle the traffic volumes which will be generated by new developments. Adjusted base cost is the product of the base cost minus the value of benefits accruing to existing property owners by virtue of the proposed traffic improvements.

(3) Pro rata share shall be calculated in accordance with the ~~following~~ formula: **as found in the report entitled "Township Old Bridge Off-Site Traffic Pro-Rata Share Analysis Report, dated June 2023, prepared by Environmental Resolution Inc., and Traffic Planning and Design Inc.".**

~~Pro Rata Contribution= (Number of Units of Land Type)~~
~~(Trip Factor for Land Type) Total trips produced by all currently vacant developable land in the district~~
~~Adjusted base cost of all traffic improvements in the district.~~

~~D.~~ C. Developer's agreements.

(1) No Change.
(2) No Change.
(3) No Change.

SECTION 3: INCONSISTENT ORDINANCES
All Ordinances or parts of Ordinances inconsistent with or in conflict with this Ordinance are hereby repealed to the extent of such inconsistency.

SECTION 4: PARTIAL INVALIDITY
If any section, paragraph, clause or provision of this ordinance shall be adjudged invalid, such adjudication shall apply only to the section, paragraph, clause or provision so adjudged and the remainder shall be deemed valid and effective.

SECTION 5: COPIES OF ORDINANCE
At least three copies of said full Ordinance are on file in the Office of the Municipal Clerk for public examination and acquisition. Copies are available for inspection or acquisition during regular weekday working hours and arrangements have been made for the publication of said proposed Ordinance in pamphlet or other similar form which will be available for purchase from the Township Clerk.

SECTION 6: NOTICE
The Township Clerk is hereby directed to give notice at least ten days prior to the hearing on the adoption of this Ordinance to the County Planning Board, and to all others entitled thereto pursuant to the provisions of N.J.S.A 40:55D-15. Upon adoption of this Ordinance, after public hearing thereon, the Township Clerk is further directed to publish notice of passage thereof and file a copy of this Ordinance as finally adopted with the County Planning Board as required by N.J.S.A 40:55D-16.

SECTION 7: EFFECTIVE DATE

A. Except as set forth at subparagraphs B and C hereof, this Ordinance shall take effect on the earlier of the following dates: (1) on the date the Mayor affixes his/her signature thereto and returns same to the Municipal Council by delivering it to the Municipal Clerk pursuant to N.J.S.A. 40A:69A-41 or (2) on the tenth day following presentment to the Mayor of the Ordinance pursuant to N.J.S.A. 40:69A-41 applicable when the Mayor has failed to return the Ordinance; whichever occurs first.

B. If the Mayor vetoes the Ordinance (in the manner set forth at N.J.S.A. 40:69A-41), this Ordinance shall become effective upon the Township Council's vote to override the Mayor's veto.

C. Notwithstanding any other provision hereof, this Ordinance shall not take effect less than twenty (20) days after its final passage by the Council and approval by the Mayor, where such approval is required, unless the Council shall have also adopted a resolution declaring an emergency and at least two thirds (2/3) of all the members of the council vote in favor of such resolution.

Motion/ Second	Roll Call To Adopt On First Reading	YAY	NAY	ABSTAIN	ABSENT
	Ms. DeCaro	X			
Second	Mr. DePalma	X			
	Mr. Desai				X
	Mr. Garcia	X			
Motion	Dr. Greenberg-Belli	X			
	Mr. Murphy				X
	Mr. Paskitti		X		
	Ms. Walker	X			
	President Sohor	X			

Adopted On First Reading
Dated: June 13, 2023

Kathryn Hutchinson
Township Clerk

Motion/ Second	Roll Call On Public Hearing and Adoption	YAY	NAY	ABSTAIN	ABSENT
	Ms. DeCaro	X			
Motion	Mr. DePalma	X			
	Mr. Desai				X
	Mr. Garcia				X
Second	Dr. Greenberg-Belli	X			
	Mr. Murphy				X
	Mr. Paskitti			X	
	Ms. Walker	X			
	President Sohor	X			

Adopted on Second Reading
Dated: July 11, 2023

Kathryn Hutchinson
Township Clerk

ATTEST:

Kathryn Hutchinson, Township Clerk

Mary Sohor, Council President

Approved As To Form And Sufficiency

Mark Roselli, Esq. Department of Law

Owen Henry, Mayor

TOWNSHIP OF OLD BRIDGE PLANNING BOARD

RESOLUTION

CONSISTENCY REVIEW OF ORDINANCE 2023-17 AMENDING §250-107 ENTITLED "OFF-TRACT IMPROVEMENTS" OF THE LAND DEVELOPMENT CODE OF THE TOWNSHIP OF OLD BRIDGE

WHEREAS, the governing body of the Township of Old Bridge has referred Ordinance 2023-17 to the Planning Board for consistency review per N.J.S.A. 40:55D-26; and

WHEREAS, the Planning Board at a special meeting held on July 10, 2023 considered Ordinance 2023-17, which amended the off-tract improvement requirements set forth in Section 250-107; and

WHEREAS, the Planning Board finds that the Township's Comprehensive Master Plan, last reexamined September 22, 2017, as amended, is consistent with the proposed zoning regulations and provide necessary protections for the health, safety and welfare of the Township; and

WHEREAS, the Planning Board per N.J.S.A. 40:55D-26 et seq. determines that the proposed changes are consistent with the Township's Master Plan, last reexamined September 22, 2017, as amended; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the Township of Old Bridge, County of Middlesex, and State of New Jersey that Ordinance 2023-17 amending the provisions of Section 250-107 entitled "Off-Tract Improvements" of the Old Bridge Township Land Development Ordinance, is determined to be consistent with the Master Plan of the Township of Old Bridge per N.J.S.A. 40:55D-26.

BE IT FURTHER RESOLVED that the Board Vice-Secretary provide an official copy of this resolution to the Township Attorney and the Township Clerk for transmittal to the governing body.

CERTIFICATION

I hereby certify that the above Resolution is a true copy of the Resolution adopted by the Planning Board of the Township of Old Bridge on July 10, 2023.

Kasey Lenning, Board Secretary

TOWNSHIP OF OLD BRIDGE OFF-SITE TRAFFIC PRO-RATA SHARE ANALYSIS REPORT

JUNE 2023

Prepared for:

Old Bridge Township
1 Old Bridge Plaza
Old Bridge, NJ 08857

Prepared by:

Environmental Resolutions, Inc.
815 East Gate Drive, Suite 103
Mount Laurel, NJ 08054

Traffic Planning and Design, Inc.
303 West Main Street, Suite 300
Freehold, NJ 07728

Acknowledgments

Old Bridge Township

Mayor
Honorable Owen Henry, Mayor

Business Administrator
Himanshu R. Shah

Council
Mary Sohor, Council President
Debbie Walker, Council Vice-President
Dr. Anita Greenberg-Belli
Jill DeCaro
Erik DePalma
Kiran Desai
Kevin Garcia
John E Murphy III
Tony Paskitti

Planning Board
Dean Marucci, Chairperson; Class IV
Barbara Cannon, Vice Chairperson; Class IV
James Brennan Alternate #2 Class IV
Councilman Erik DePalma; Class III
Mayor Owen Henry; Class I
Danny Holihan; Vice-Secretary
Edward Lauer; Class IV
Kasey Lenning, Secretary; Class II
Steve Mamakas, Mayor Designee; Class I
Tina Masella, Member; Class IV
Keith McIsaac Alternate #1 Class IV
Joseph Pedi; Class IV
Daniel Joseph Renna; Class IV
Joseph Sordillo, Esq., Planning Board Attorney

Township Staff
Nicole Shapiro, PE, PP, CME, Director of Community Development & Township Engineer
Veena M. Sawant, AICP, PP, Township Planner
Kathryn Hutchinson, RMC, CMC, CMR, RPPS, Township Clerk
Mark Roselli Esq., Township Attorney
Daniel Holihan, Planning Board Secretary

Consultant Team

Environmental Resolutions, Inc.
Traffic Planning and Design, Inc.

TABLE OF CONTENTS

Figures

Tables

Appendices

INTRODUCTION

Pursuant to Old Bridge Township Code Chapter 250: Land Development, the Township requires developers, as a condition of their Planning Board or Zoning Board of Adjustment site plan or subdivision approval, to pay "a pro-rata share of the cost of providing reasonable and necessary street improvements and water, sewerage and drainage facilities, and easements therefor located [off-tract, or] outside the property limits of the development in an amount determined hereunder." The Township also may exempt certain non-profit organizations from these fees, provided the organization's development application is on Township-owned property.[1]

The NJ Municipal Land Use Law (MLUL) permits municipalities to adopt regulations such as these after the Planning Board adopts a Master Plan Circulation Plan Element and a comprehensive Utility Service Plan Element and the governing body adopts an ordinance that establishes fair and reasonable standards and procedures to determine a developer's pro-rata share.[2]

The Township's "fair and reasonable pro-rata standards" are based on the 1980 report prepared by Louis Berger & Associates, Inc., of East Orange, NJ, entitled *Methodology for Off-Site Pro-Rata Analysis for Township of Old Bridge* (1980 Report). This report is a modern update of that 1980 analysis. After work began on this report, the Township and its consultants identified that the baseline information and the circulation network improvements and priorities recommended in the Old Bridge Township's *Master Plan Traffic and Circulation Plan Element* (2009), as well, to meet MLUL requirements noted above. As such, this report incorporates updated circulation network improvements and priorities for Year 2040.

BACKGROUND

Old Bridge Township bases its current pro-rata off-tract improvement assessments on a report entitled *Methodology for Off-Site Pro-Rata Analysis for Township of Old Bridge*, or "1980 Report," which Louis Berger & Associates, Inc., of East Orange, NJ, prepared for the Township in 1980. The study utilized the following to develop a projected c. 2000 municipal vehicular traffic model:

- Then-current (c. 1979) baseline traffic data;
- Existing (c. 1979) municipal population, housing, and employment patterns;
- Projected (c. 2000) population, housing, and employment increases based on current (1980) zoning regulations; and,
- Current (1979) vehicular trip-generation rate factors from the Institute of Traffic Engineers (ITE).

Traffic congestion analyses were based on volume-capacity (V/C) ratios from standards developed by the American Association of State Highway Officials, or AASHTO.

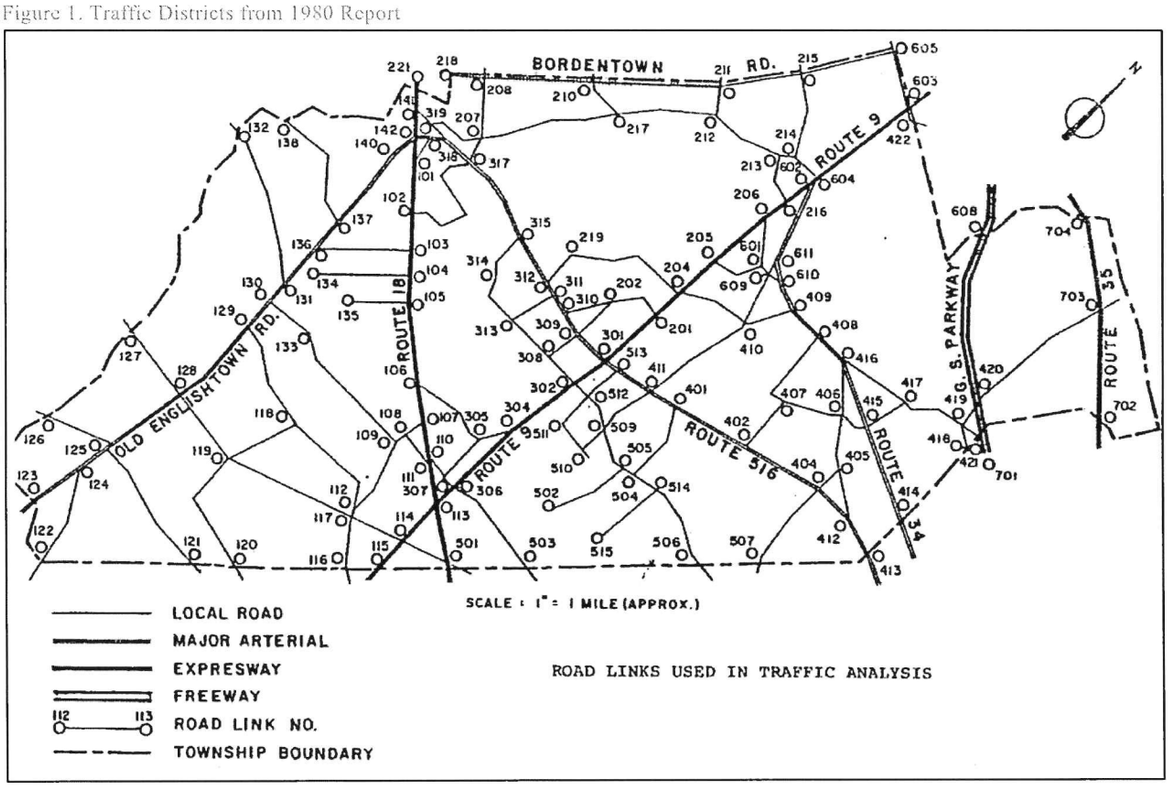
---

[1] See Appendix #1 for the sections of Old Bridge Township's Code which enable these pro-rata off-tract circulation improvement fees: §250-107 and §250-108.

[2] See Appendix #2 for NJS 40:55D-42.

As part of its circulation component, the 1980 Report examined future traffic impacts for the overall municipality and evaluated key roadway segments to develop desired ultimate road cartway widths between key intersections. The 1980 Report then evaluated at-grade improvements at key intersections, in terms of recommended at channelization, signalization, or a combination of both. Projected traffic improvement cost estimates included future right-of-way acquisition, engineering, and construction cost, based on available (c. 1980) averages from the New Jersey Department of Transportation. The 1980 Report did not include projected costs for: sidewalks, bikeways, or "off-road" trails for non-motorized traffic; any capital improvements for mass-transit services or demand-responsive transit services; or grade-separated intersection improvements for motorized traffic.

Figure 1. Traffic Districts from 1980 Report



The 1980 Report distributed the municipality's projected (c. 2000) traffic improvement costs among three traffic allocation districts (TADs). It then assigned projected (c. 2000) housing and employment growth, and by correlation vehicular trips, among the seven districts. From these, the 1980 Report derived each TAD's pro-rata off-tract traffic improvement assessment fee, based on the ITE's 1979 vehicular trip generation factors.

FACTORS AFFECTING GROWTH PROJECTION CHANGES SINCE 1980

The 1980 Report based its future Township development growth on "trend projections," which used state and national population and employment statistics from the US 1950, 1960, and 1970 decennial censuses to plot a pattern for future growth estimates. The consultants then distributed this growth estimate among the Township's various current (1980) zoning districts for the design year 2000.[3]

The 1980 Report estimated that Old Bridge Township's ultimate "holding capacity", or residential and non-residential zoning build-out (ZBO), which was based upon current zoning regulations and development assumptions in the master plan, was 135,665 persons. The 1980 Report also estimated that the Township's 2000 population would be 89,218 persons, based on trend projections.[4] The recorded population according to 2000 Census data was 60,456 persons, which is almost 50% less than that projected in the 1980 report. The 2010 Census data reported Old Bridge Township had 65,375 residents.

Some of the basic assumptions used in the 1980 Report changed over time, which may explain why Old Bridge Township did not realize its projected growth.

FEDERAL MONETARY POLICY:

The 1980 report was prepared before the consultants knew that the national economy was in a recession. To stem inflation due to the national economic stagnation of the 1970s, the 1979 Iranian Revolution, and the second "Oil Crisis", federal monetary policy resulted in a national recession from January to July 1980, while the consultants were preparing the 1980 Report, and from July 1981 to November 1982.

FEDERAL AND STATE REGULATORY CHANGES:

The consultants could not have predicted two major state growth management policy changes: the 1985 NJ Fair Housing Act, which required municipalities to provide for their regional fair share of low and moderate-income housing, and the federal Water Quality Act of 1987 and its companion NJ Freshwater Wetlands Act of 1987. The latter state act significantly changed future development in tidal, non-tidal and non-coastal wetland areas and buffer areas, which before then permitted developers to fill and develop them.

INITIAL 1980 POPULATION OVER-ESTIMATE:

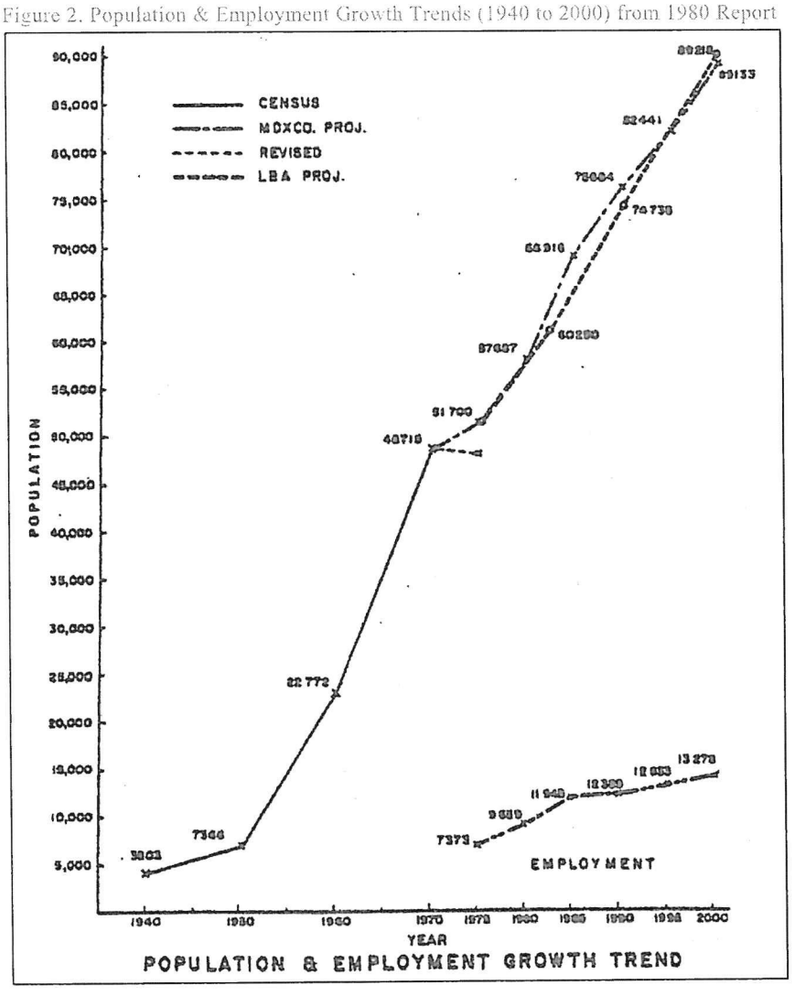
The Township's 1980 population projection was 60,250, which was based on earlier population trends, e.g., populations of 7,366 (1950), 22,722 (1960), 48,715 (1970), and 60,250 (for 12/31/1980). The Township's actual 1980 US Census population estimate was only 51,406 (as of 4/1/1980).

---

[3] The 1980 Report did not utilize a parcel-based zoning build-out (ZBO) analysis, as this 2021 Update does, because the computerized geographic information system (GIS) technology was not yet available.

[4] The federal government released the 1980 US Census numbers in 1982.

Figure 2. Population & Employment Growth Trends (1940 to 2000) from 1980 Report



TOWNSHIP MASTER PLAN, LAND DEVELOPMENT ORDINANCE, AND ZONING MAP CHANGES:

Since 1980, the Planning Board has amended its Master Plan several times. These amendments included:

- *'Open Space and Recreation Plan Element'* and a *'Farmland Preservation Plan Element'* additions to the Township's Master Plan, which removed several large tracts from future development.

- *Land Use Plan Element* updates recommended various changes to the Township's 1980 Land Development Ordinance and Zoning Map, which the Township Council periodically used to revise the Township's Land Development Ordinance (Code Chapter 250) and Zoning Map. Recent amendments to the element in 2015, 2017, and 2018 have added the "economic development opportunity" and "inclusionary housing" zones and have greatly expanded the Environmentally Restrictive / Recreation Zone. These and other ordinance and mapping changes since 1980 have substantially altered Old Bridge Township's build-out capacity which was the bases for the 1980 Report.

- *Traffic and Circulation Plan Element* updates in 2000 and 2009 recommend future capital and operational improvement needs for Old Bridge Township for 2025 in terms of vehicular traffic, fixed route mass transit and commuter services, bicycle and pedestrian facilities, community shuttle / demand-responsive transit service, airport services, and potential ferry and heliport services.[5]

GENERAL DEVELOPMENT PLANS, OVERLAY ZONE, AND REDEVELOPMENT PLANS:

Since 1980, the Township Council has approved several "special district" plans, based on recommendations by the Planning Board. These included:

- General Development Plans (GDPs): Old Bridge Township permits developers with projects of at least 100 acres in size to use the MLUL's "general development plans" (GDPs), which enables developers to work with the Planning Board and the Governing Body to develop their properties over a 20-year period in a manner different than that specifically defined by municipal development regulations and the zoning map. Old Bridge Township approved two GDPs since 1980: Oaks at Glenwood I (about 434 total acres) and Woodhaven Village (1,455 total acres).

- Affordable Housing Inclusionary Zones:

  Interveners: On July 15, 2015, when Old Bridge Township filed a declaratory action for a Judgement of Compliance of its Third Round HEFSP, three developers were permitted to intervene: Avalon Bay, Alfieri Old Bridge, and Foxborough Property. Subsequently, three inclusionary housing ordinances were adopted by the Township:

  - Inclusionary Housing Zone 1, IH1 District (Avalon Bay). Based on the conditions of the settlement agreement, Old Bridge was required to create a new inclusionary zone for the subject property (Block 17000, Lots 5 (formerly Lots 5 and 6.11) and 28.112) located along Ferry Road. In 2016, an ordinance was established that would allow development of an inclusionary housing project of no more than two hundred fifty-two (252) family rental units, of which fifteen percent (15%) of the units would be reserved for low income, very low income, and moderate-income units. A Preliminary and Final Major Subdivision and Site Plan application was filed with the Planning Board in 2017 for the Avalon Bay property to be developed for inclusionary housing. The application was approved by the Planning Board via resolution adopted and memorialized on April 10, 2018 (Appendix R). The approved project includes 49 attached townhouse units located within 11 separate three story buildings, 203 multi-family apartment units located within 7 separate three story buildings and a 6,800 SF clubhouse. The project is complete with the last certificate of occupancy issues in June 2021.

  - Mixed Use Inclusionary Housing Zone, MU-IH District (Alfieri/The Green at Old Bridge). Pursuant to the Settlement Agreement, the Township created a new inclusionary zone for the Alfieri property (Block 2150, Lot 4.11). In 2016, the subsequent ordinance established zoning standards that provide for the creation of an inclusionary development of no more than five hundred twenty-nine (529) multifamily

[5] See Appendix #3 for proposed Circulation Plan Traffic Improvements from Old Bridge Township Master Plan Traffic and Circulation Plan Element (2009).

rental units were permitted, of which twenty percent (20%) of the units approved would be reserved for low income, very low income, and moderate-income units and a non-residential component which consists of three (3) office/warehouse/flex space buildings totaling 217,600 SF. The purpose of this zone is to permit inclusionary development with a mix of commercial and office uses on Block 2150, Lot 4.11, which contains approximately 94 acres of land along Matawan Road. The inclusionary development will consist of 529 multifamily apartments, of which 423 will be market-rate units and 106 will be affordable family rentals (20% set-aside). A development application was filed in 2022 and is currently being reviewed by the Planning Board, County and State.

- Inclusionary Housing Zone 2, IH2 District (Foxborough Development). Foxborough is one of the interveners in the Settlement Agreement. Pursuant to the Settlement Agreement, the Township created a new zone for the Foxborough property (Block 16000, Lot 1). In 2016, the Township created the Inclusionary Housing Zone 2 (IH-2), based on the agreement, for the Foxborough Development in order to provide for the approval of inclusionary development. The purpose of this zone is to permit an inclusionary housing development on Block 16000, Lot 1, which contains 6.7 acres of land along Old Amboy Road, consisting of 150 multifamily apartments, of which 120 will be market-rate units and 30 will be affordable family rentals (20% set-aside). A Preliminary and Final Major Subdivision and Site Plan application was filed with the Planning Board in 2017 for the Foxborough property to be developed for inclusionary housing. The application was approved by the Planning Board via resolution adopted and memorialized on February 6, 2018. The project is complete and received a certificate of occupancy in December 2021.

Interested Parties: The following developers did not intervene, however, were permitted to participate as an interested party in the Settlement Agreement: The Oaks at Glenwood, LLC, which controls the "Oaks Property" identified on the Township's tax maps as Block 6303, Lot 3.11, a portion of Lot 7 and a portion of Block 7000, Lot 1.13, which together measures 288.64 acres; Wharton Improvement Corp., which controls the "Wharton Property" identified on the Township's tax maps as Block 6303, Lot 6 and Block 5001, Lot 14 and measures a total of 21.78 acres; and John J. Brunetti, which controls the Brunetti Property identified on the Township's tax map as Block 6302, Lot 9 and Block 5001, Lot 12.12, which together measures 31.97 acres.

- Route 9 Mixed Use-Inclusionary Housing Center Zone, Route 9 MU-IH District (Oaks at Glenwood II). As part of the Settlement Agreement, in 2016, the Township created the Route 9 Mixed Use-Inclusionary Housing Center Zone (RT9MUIH) and adopted an ordinance that rezoned the Oaks Property, Wharton Property and Brunetti Property to provide for the approval of inclusionary development. The ordinance establishes zoning standards that provide for an inclusionary development which includes no more than two thousand one hundred forty-eight (2,148) residential units and 1,000,000 SF of non-residential development on the property. The inclusionary development will consist of 2,148 dwelling units, of which 1,718 will be market-rate units and 430 will be affordable rental units (20% set-aside). Of the 430 affordable units, 299 will be affordable family rentals and 131 affordable age-restricted rentals.

- Town Centre Overlay Zone: In 2001, the Township created the Town Centre District (TCD) overlay zone to encourage the development of a town center in Old Bridge Township's Browntown section at the southeast corner of the intersection of the US Route 9 and Old Bridge-Matawan Road (CR 516). The Town Centre at Old Bridge is a project within the Town Center Overlay Zone that is contained within Block 142633, Lot 4 and contains four (4) one-story buildings containing approximately 56,000 SF of commercial space. This project is located within the southwest quadrant of the intersection of Cottrell Road and County Route 516. In 2018, the Planning Board

also approved a commercial development located within the southwest quadrant of the intersection of Cottrell Road and County Route 516 containing four buildings and approximately 35,000 SF of commercial space.

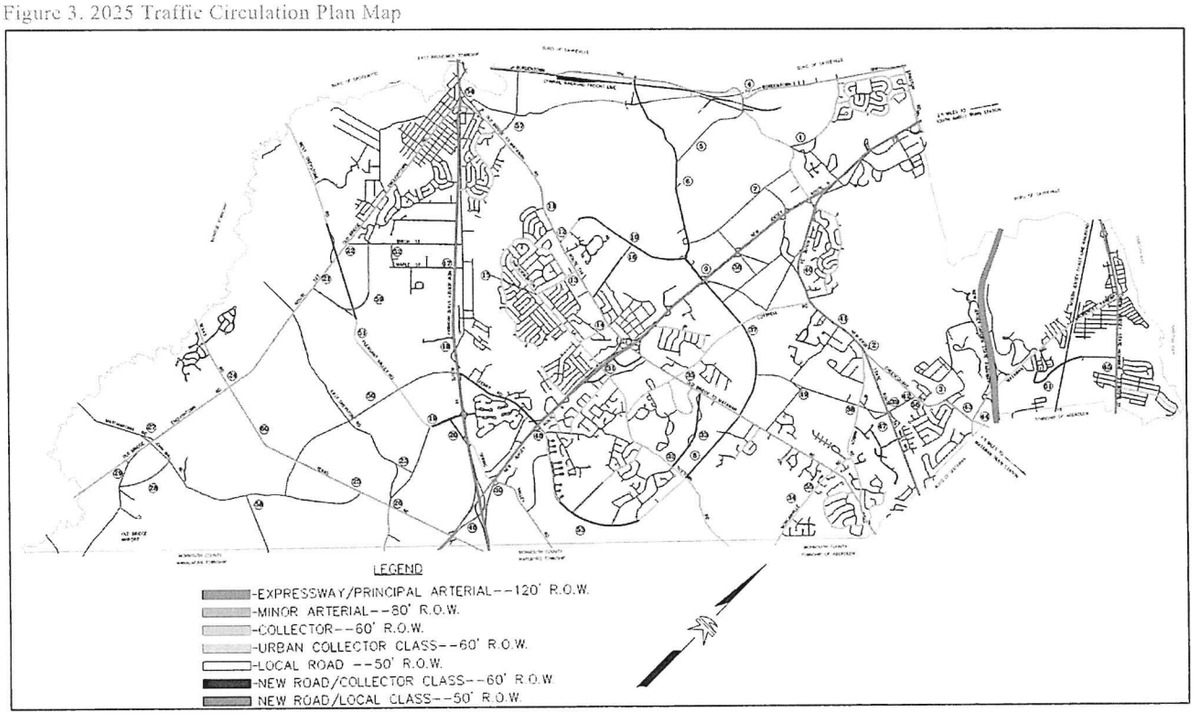
Cottrell Farm Project: Cottrell Farm was acquired using funding from Middlesex County, NJDEP Green Acres, & Old Bridge Township Open Space Trust Fund. The subject site is located at the northeast quadrant of the intersection of Cottrell Road (Middlesex County Route 687) and Old Bridge-Matawan Road (Middlesex County Route 516). The farm is an approximately 21.1-acre site situated in the Township of Old Bridge, currently designated on the Old Bridge Tax Map No. 10.15 as Block 10252.24, Lots 18 & 34. The Cottrell Farm project involves developing this site for a passive and active park. The basic elements included in the project are walking/fitness trails, community garden, a gazebo/picnic grove, a playground, adaptive reuse of the existing buildings, amphitheater, etc. and associated parking.

- Redevelopment Plans: The 1996 NJ Local Redevelopment and Housing Law (LRHL) enables developers to work with a municipality's governing body to redevelop their properties in a designated "area in need of redevelopment" in a manner different than that specifically defined by the municipality's development regulations and zoning map. To date, Old Bridge Township has approved eight redevelopment plans, several of which may have significant impacts on the Township's future growth potential.

CIRCULATION PLANNING CHANGES SINCE 1980

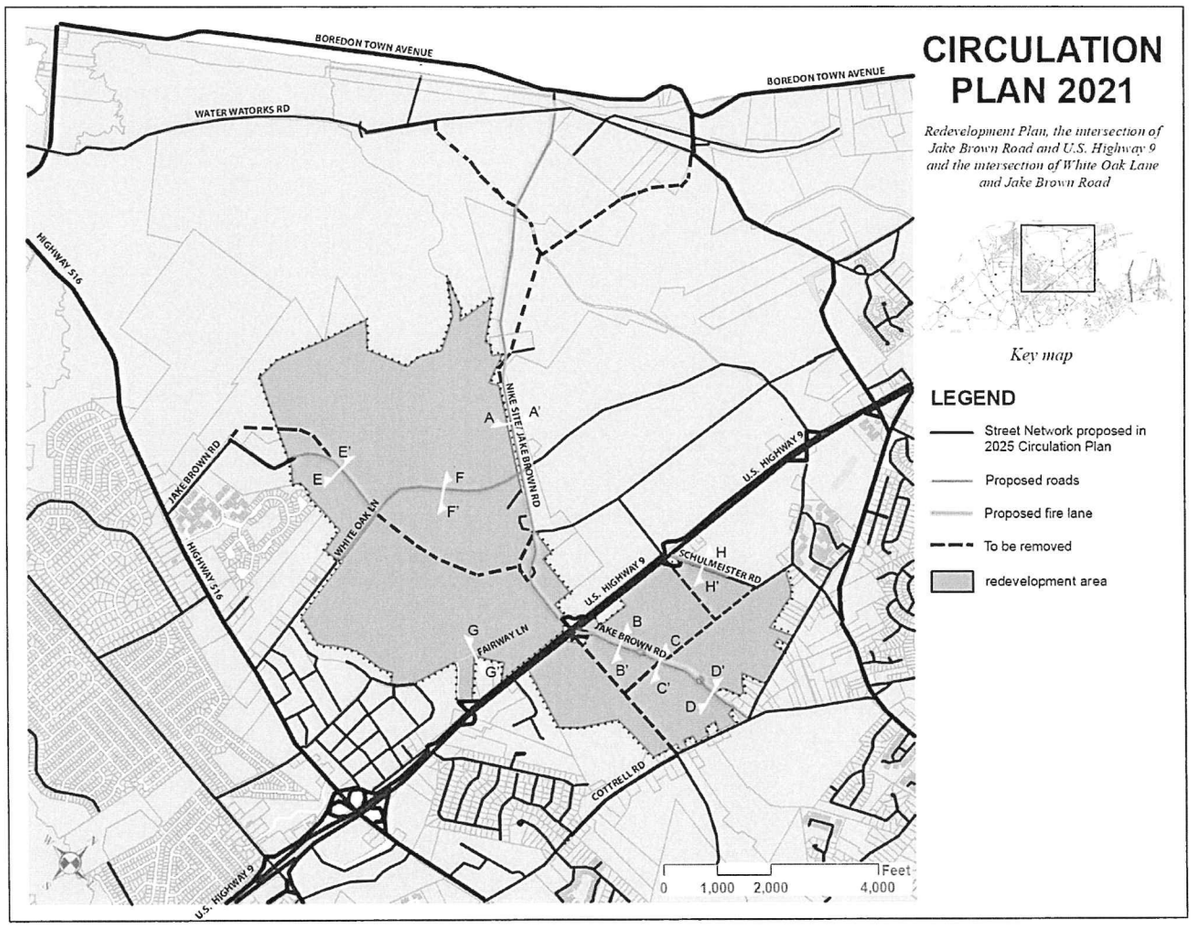
Old Bridge Township's Planning Board amended its *Master Plan Traffic and Circulation Plan Element* (2000) in 2009. The 2009 amendment recommended 49 intersection and roadway improvements for 2025 and 12 additional intersection and roadway improvements for Final Buildout, which it detailed on the Circulation Plan map.

Figure 3. 2025 Traffic Circulation Plan Map



The 2009 amendment also referenced and incorporated the Township's pedestrian and bikeway system, which is depicted on the map entitled "Bikeway and Pedestrian Plan," dated September 10, 2009, as well as the trail route established in *The Cross Trails Bikeway Pedestrian System Preliminary Analysis Report*, prepared by French and Parrello Associates, P.A."

In 2021, the 2009 Circulation Plan was updated only for the area surrounding the recently adopted Redevelopment Plan for intersection of Jake Brown Road and the New Jersey State Highway Route 9 and the intersection of White Oak Lane and Jake Brown Road. The updated map for this area is shown below. The Redevelopment Plan is discussed in detail in the following sections.



The Middlesex County Planning Board's *Route 9 Corridor Transit Linkages Study* (2011) recommended several capital improvement and operational improvement projects, in addition to several transit-related public policy and public education projects, for this important Old Bridge Township corridor.[6]

The Middlesex County Planning Board adopted a revised Transportation Plan Element of the Middlesex County Comprehensive Master Plan, entitled *New Horizons in Mobility*, on September 10, 2013. The element proposed several capital improvement and operational improvement projects in Old Bridge Township's US Route 9, NJ Route 18, NJ Route 34, and NJ Route 35 corridors.[7]

As part of its proposal to designate portions of the township as General Office (OG) zoning districts, the Township Master Plan's May 2013 Land Use Plan Element recommended several circulation improvements at and around the Matawan Road (CR 689) interchange on the Garden State Parkway, as well as a future train station on New Jersey Transit's North Jersey Coast Line.

ZONING BUILD-OUT (ZBO) ANALYSIS

The Consultant Team developed a methodology to project the Township's total future potential number of dwelling units and Square Feet (SF) of commercial and industrial development, or Zoning Build-Out (ZBO). The Consultant Team used a methodology similar to that used in the 2011 Land Use Plan Element Update of the Township's Master Plan, which also has been used by other planners to determine municipal development potential for the State's wastewater planning process.

By correlating tax parcel data and electronic geographic information system (GIS) map layers with information from the Township's zoning district schedules, designated areas in need of redevelopment, designated areas in need of redevelopment with approved redevelopment plans, approved general development plans (GDPs), and recent local approval information, the Consultant Team was able to compile a spreadsheet estimating the number of potential future dwelling units and/or SF of commercial and industrial development for each available, privately-owned parcel in Old Bridge Township. Because the primary factor in determining a parcel's development potential, or build-out, is its zoning classification, this calculation methodology is called a "zoning build-out", or ZBO, analysis.[8]

DISTRICTS

For purposes of this report, the Township was divided into seven areas, or traffic districts (TDs) in a similar manner as the "1980 Report". The TDs generally follow the geographic areas of the census tracts within the Township.

The Township was also divided into three areas, or cost allocation districts (CADs), similarly to the "1980 Report". Just like the TDs, the CADs follow the geographic areas of the census tracts within the Township, as well. CAD 1 includes TDs I, II and III, CAD 2 includes TDs IV, V, and VI, and CAD 3 contains TD VII. TDs were aggregated to ensure that the pro-rata system does not influence development/redevelopment in any one location of Old Bridge Township. Therefore, determining

---

[6] See Appendix #4 for a summary of the study's capital improvement recommendations.

[7] See Appendix #5 for a summary of the study's capital and operational improvement recommendations.

[8] See Appendix #10 for a detailed description of the ZBO methodology, for individual privately-owned developable parcels and those in special districts, such as: General Development Plan (GDP) areas, both approved and pending approval; approved Redevelopment Plan areas; court-approved affordable housing inclusionary housing zoning districts; and the Town Centre District (TCD) overlay zone.

the developers' fair share of the cost of roadway improvements associated with the increase in traffic demand due to the development is more accurately determined when calculating via cost allocation district versus traffic district.

Figure 4. Traffic Districts

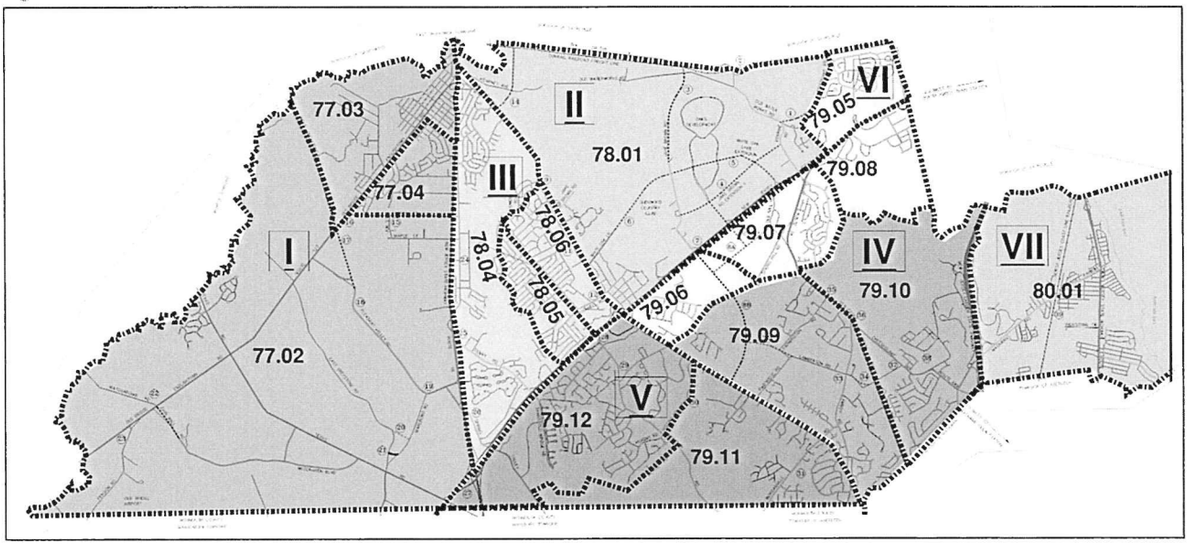
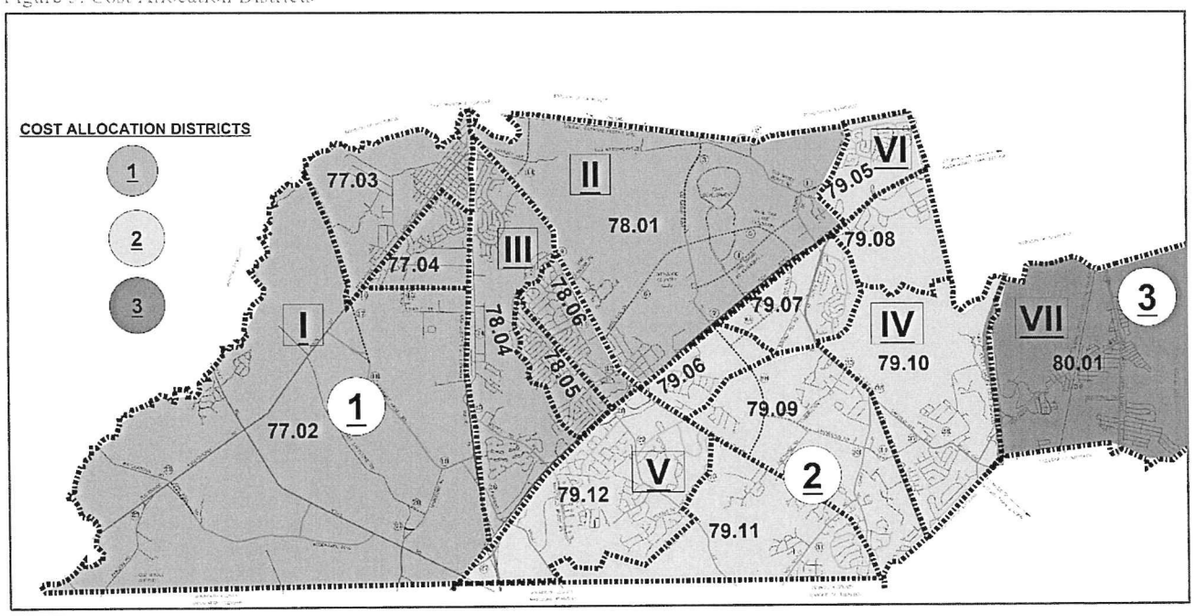


Figure 5. Cost Allocation Districts



ZONING BUILD-OUT (ZBO) PROJECTIONS

The "zoning build-out", or ZBO, projections utilized for this report follow a three-step ZBO methodology.[9]

DATA AMALGAMATION

Step 1 consisted of Data Amalgamation. Electronic property tax parcel records (MOD IV data) were downloaded from the State's tax assessment records website, scrubbed for relevant data, and correlated with available GIS map layers from NJDEP, NJGIN, Middlesex County, and Old Bridge Township to provide each tax parcel with a unique GIS tax parcel identification number. The data was then combined with Zoning District data to create a new "Net Acreage" field for each remaining parcel by subtracting sensitive areas, such as water, freshwater wetlands, and flood plains, from the parcel's "Calculated Acreage".

The results of the above ZBO methodology for projecting future dwelling units and SF of commercial and industrial uses in the traffic districts (TDs) are as follows:

INDIVIDUAL TAX PARCEL ANALYSIS

Step 2 of the ZBO consisted of the Individual Tax Parcel Analysis. The data from Step 1 was used to calculate dwelling units and SF of commercial and industrial development in each remaining parcel from Step 1, based on current zoning. The methodology uses "Net Acreage" instead of "Gross Acreage" to calculate ZBO, to be consistent with the methodology used in the Planning Board's Land Use Plan Element Update (2011).

Each parcel is identified by its Property Assessment Management System Parcel Identification Number (PAMs PIN) , which represents the State's tax codes for Middlesex County (12) and Old Bridge Township (15) and the tax parcel block and lot number. Step 2 identified the projected calculated residential ZBO dwelling units (ZBO DUs) and non-residential ZBO square footage (ZBO SF) for each individual parcel.

The analysis identified the ZBO potential to build a total of 353 dwelling units and 7,899,000 SF of commercial uses in the Township's seven TDs.[10] This represents an additional 232 dwelling units and 6,866,000 square feet of non-residential uses.

SPECIAL DISTRICT ANALYSIS

Step 3 of the ZBO consisted of the Special District Analysis. This re-incorporates the estimated ZBOs for the Township's special districts of previously approved General Development Plans (GDPs) and those pending approval, approved Redevelopment Plans, court-approved affordable housing inclusionary housing zoning districts, and developable parcels within the Town Centre District (TCD) Overlay Zone.

The projected calculated residential ZBO (ZBO DUs) and non-residential ZBO (ZBO SF) for the special districts are shown below:

---

[9] See Appendix #6 for the detailed zoning build-out (ZBO) methodology.

[10] See Appendix #8 for a detailed individual tax parcel ZBO spreadsheet.

- Cost Allocation District 1
  - Woodhaven Village (Traffic District I)

The original 1,455-acre Woodhaven Village GDP was for 1,616 dwelling units of various building types, some restrictions for senior and affordable housing, as well as up to 450,000 SF of commercial space. The residential component of the Woodhaven GDP is being planned in three sections. Section I contains 310 residential units and is fully built. Section II contains seven (7) phases, the status of which is enumerated in the table below. Section III of the development has preliminary approval for 72 patio homes and 292 single-family homes. The commercial component of the Woodhaven GDP is contained within Section 1, also known as 'Woodhaven Plaza' and Sections OC-1A, OC-2 and OC-7 (also known as 'Texas Road Plaza'.) Although the commercial square footage within the OC-1A and OC-2 has yet to be finalized, OC-7 contains 15,000 SF of retail space and 35,000 SF of office space. OC-7 also includes 250 age-restricted residential units. OC-7 was approved in 2017.

A 2015 GDP tri-party agreement among the developer, Township, and County indicated that 1,233 dwelling units and 332,000 SF of the original GDP approval had yet to receive final approvals. The GDP was last amended in October 2017 to reduce the total commercial use area by 82,000 SF and to increase the number of dwelling units by 250.

PHASE	APPLICATION NO.	DESCRIPTION	STATUS
PHASE I & II	14-13P	**97 SINGLE-FAMILY HOMES AND 280 TOWNHOMES** 229 MARKET-RATE MULTI-FAMILY. 75 AFFORDABLE MULTI-FAMILY & 52 AFFORDABLE AGE-RESTRICTED	BUILT
PHASE III	11-18PA	18 TOWNHOMES 52 AGE-RESTRICTED 24 AFFORDABLE	APPROVED/UNDERCONSTRUCTION
PHASE IV	47-17P	88 MULTIFAMILY UNITS	APPROVED/UNDERCONSTRUCTION
PHASE V	05-19P	186 TOWNHOMES	APPROVED/UNDERCONSTRUCTION
PHASE VI	05-2021P	66 SINGLE-FAMILY HOMES	APPROVED
PHASE VII	14-19PF	32 SINGLE-FAMILY HOMES	UNDERCONSTRUCTION
OC-1A		COMMERCIAL	
OC-2	43-2021P	COMMERCIAL (72,000-SF)	APPROVED
OC-7	29-17P	250 AGE-RESTRICTED 15,000 SF RETAIL 35,000 SF OFFICE SPACE	APPROVED FOR 233 UNITS UNDERCONSTRUCTION

  - Oaks I (Traffic District II)

The "Oaks at Glenwood I" GDP has received Township approval for the construction of a total of 1,312 dwelling units, consisting of 256 single-family detached units 496 quads, 40 townhomes and 520 multi-family units, and 600,000 SF of commercial uses. To date, the developer has received final approval for the construction of all of the GDP's residential units. The commercial component of the GDP is divided in two phases. The Planning Board recently approved an application for Phase I of the commercial component containing 360,100 SF of commercial

use. The approved application will contain 278,100 SF of retail use, 10,000 SF of drive-thru restaurant use and 72,000 SF of medical office building. Phase II will contain 149,900 SF of commercial use.

REDEVELOPMENT PLAN AREAS

- Cost Allocation District 1
  - Traffic District I

The 2004 Old Bridge Crossroads (aka Olympia & York Tract) Redevelopment Plan's purpose is to provide a mix of residential housing types and neighborhood retail services to serve a growing senior population. Implementation of the redevelopment plan requires the approval of a general development plan, which has yet to happen. The 2007 amendment provided for about 875 age-restricted dwelling units and about 150,000 SF of retail and office uses in this TD I redevelopment area.

Although, there has been no activity on majority of the land under the Crossroads Redevelopment Plan, in 2019, the Planning Board approved a 100 percent affordable, 72-unit multi-family rental development (Vista at Old Bridge), including a preference for disabled veterans on a 14.6-acre parcel within the Affordable Housing, AH Sub-district. The AH Sub-District was created as part of the Crossroads Redevelopment Plan Amendment. The Township also had a pre-application meeting on a parcel (also known as Block 21001, Lot 4.11) also located within the redevelopment area to construct 70 age-restricted residential units of which 14 units will be affordable. The Application will be filed with the Planning Board shortly.

  - Traffic District II

The Mannino Park Tract Redevelopment Plan's purpose is to provide publicly accessible community arts and recreation facilities. This redevelopment plan in TD II has no significant impact on the Township's ZBO.

The Waterworks Road I Redevelopment Plan provides for the development of 280,000 SF of light industrial space in TD II.

The TD II contains the Old Matawan Road Redevelopment and Rehabilitation Study Area. The Study Area is comprised of 26 parcels and is bound by Old Matawan Road/CR-527 to the north and County Route (CR) 516 and New Jersey State Highway (NJSH) Route 18 to the south. The area is generally comprised of commercial stores, parking lots, office buildings, and single-family residences. The Planning Office is currently working on writing a redevelopment plan for this area. In the interim, the Zoning Board approved an application for assisted living and independent living residences. The project contains 32 assisted living units and 16 studio apartments of which four (4) age-restricted units.

On September 14, 2021, the Township adopted an ordinance (2021-18) adopting a Redevelopment Plan for the intersection of Jake Brown Road and the State Highway US 9 and the intersection of White Oak Lane and Jake Brown Road. The Redevelopment Plan includes the Township's vision for the Redevelopment Area and provides a framework for development and redevelopment within the designated area. The Plan establishes permitted land uses, bulk requirements, and design standards for new development within the Redevelopment Area. The primary goal of the Plan is to encourage development that spurs economic growth within the Redevelopment Area that primarily contains underutilized and vacant lands.

The Plan Area contains 19 parcels (Block 7000, Lots 4.11 and 4.14, Block 8005, Lots 3, 5, and 5.11, Block 9000, Lots 9, 12.22, 29, 30, 41.14, 41.13, 42.11, 42.12, 42.13, and 42.14, Block 10254, Lots 7 and 9, Block 10259, Lots 1.11 and 3) that together measure 830 acres of land. Subsequently, two applications were filed with the Planning Board: Glenwood Country Club Site and Board of Education Site. The Glenwood Country Club site will contain four (4) warehouses measuring 1.6 million SF and the Board of Education site will contain a warehouse measuring 947,060 SF. The Planning Board approved the preliminary and final major site plan and subdivision application for these two projects in December of 2021 and March of 2022, respectively.

The TD II also includes a portion of the Duhernal/Runyon Redevelopment Area. The area is designated as an area in need of redevelopment; however, a redevelopment plan for this area has not been created. On December 13, 2022, the Township adopted the Manzo Boulevard I Redevelopment Plan for a property also known as Block 5001, Lot 13.24 and located along Manzo Boulevard. An approval was granted by the Board to construct 133,300 SF of warehousing use and 6,000 SF of office use. The office use will be incidental to the principal use.

The Township is currently working on two other redevelopment plans for separate areas within the Duhernal/Runyon Redevelopment Area. One of the areas (Block 5001, Lots 1.11, 2.11, 3.11, 4.12, 4.13, 4.14, 4.15, 4.16, 4.17, 4.18, 5.12, 6, 7.11, 7.12, 7.13, 8, 9, 10, 12.12, 13.12, 13.14, 13.15, 13.16, 13.17, 13.18, 14, 15, 16, 17 AND 18; Block 5002, Lot 1; Block 6017.11, LOTS 1, 2, 6, 7, 8, 9 and 10; Block 6303, Lots 1, 2, 3.11 (Except approximately 11 acres which are part of The Oaks development), 3.12, 3.13, 4, 6, 7 (Except approximately 100 acres which are part of The Oaks development), 8.12, 8.15, 8.16, 9, 10, 11, 12, 13 and 15) is adjacent to the Manzo Boulevard I redevelopment Area and is located at the intersection of Manzo Boulevard and Old Water Works Road. The plan is to develop this area with a maintenance shop containing a total of 10,000 SF. The second area comprises of two parcels (Block 6303, Lots 9 and 10). The subject property has frontage along Old Water Works Road and would be developed with 634,422 SF of warehousing space and 22,000 SF of office space. The office use will be incidental to the principal use.

- Traffic District III.

No identified redevelopment plans within TD III.

- Cost Allocation District 2
  - Traffic District IV

On March 27, 2006, the Township Council adopted a redevelopment plan entitled "The Lambertson Tract, Rose Tract and a Certain Adjoining Lot Redevelopment Plan for 218 acres." The purpose of the Plan was to develop the 218-acre property with a municipal golf course. No development was proposed within this area until 2021. A redeveloper is currently working with Old Bridge Township on developing a golf course on the Rose Lambertson Tract which will include the following:

- 18-hole golf course with a practice range, short-game practice area, practice putting green, and mini-golf area.
- 6,000 SF clubhouse with parking lot containing 108 parking spaces.
- 5,000 SF of maintenance building with parking lot containing 10 parking spaces.
- Seven (7) bioretention basins and seven (7) wet ponds for stormwater management purposes throughout the golf course.

The project is under-construction and slated to open by Summer of 2023.

- Traffic District V

  No identified redevelopment plans within TD V.

- Traffic District VI

  The Redevelopment Plan for the intersection of Jake Brown Road and New Jersey State Highway Route 9, and the intersection of White Oak Lane and Jake Brown Road straddles on Traffic Districts II and VI. The Planning Board recently approved separate applications for the Jake Brown Road North (Block 10254, Lots 7, 9, and 16) and South site (Block 10259, Lots 1.11 and 3). The Jake Brown Road North site contains two warehouses: Warehouse 1 measures 646,800 SF and Warehouse 2 measures 150,500 SF, while the Jake Brown South property involves construction of a 497,694 SF warehouse.

  The Township recently designated the Old Bridge Landfill/Sommer Landfill Site as an area in need of development. The approved plan contains approximately 600,000 SF of warehousing space.

- Cost Allocation District 3
  - Traffic District VII

    No identified redevelopment plans within TD VII.

INCLUSIONARY HOUSING ZONES

- Cost Allocation District 1
  - Traffic District I

    No identified inclusionary housing within TD I.

  - Traffic District II

    The Route 9 Mixed-Use Inclusionary Housing (RT9MUIH) Zoning District (aka Brunetti) is zoned to allow 2,148 dwelling units of a variety of types and at least 1,000,000 SF of commercial uses. Pursuant to §250-58.5, Principal nonresidential uses that are permitted in the EDO3 Economic Development Opportunity 3 Zone shall be provided in concentrated areas along Route 9 and the northeastern corner of the tract of land; Shopping centers that are permitted in the C-R Regional Commercial Shopping Zone shall be provided in the southernmost portion of the tract of land along Route 9; Light industrial uses that are permitted in the SD Special Development Zone shall be provided in the northern and northwestern portions of the tract of land that abut the existing SD Zone situated directly to the west; Municipal and governmental uses that are permitted in the C-R Regional Commercial Shopping Zone and SD Special Development Zones; and, Public transport centers, including structured and on-grade parking facilities, bus stations and transfer centers for commuters shall be permitted in the RT9MUIH Zone.

  - Traffic District III

    The Inclusionary Housing 1 (IH1) Zoning District has a ZBO of 252 multi-family apartments and townhomes in TD III, per §250-58.1.

The Inclusionary Housing 2 (IH2) Zoning District (aka Foxborough) has a ZBO of 150 multi-family apartments in TD III, per §250-58.2.

- Cost Allocation District 2
  - Traffic District IV

    No identified inclusionary housing within TD IV.

  - Traffic District V

    No identified inclusionary housing within TD V.

  - Traffic District VI

    No identified inclusionary housing within TD VI.

- Cost Allocation District 3
  - Traffic District VII

    The Mixed-Use Inclusionary Housing (MUIH) Zoning District (aka Alfieri/The Green at Old Bridge) has a ZBO of 529 multi-family apartments and at least 217,600 SF of commercial uses in TD VII, per §250-58.4. An application was recently filed with the Planning Board to construct the 529 multi-family units and 217,600 SF of office use with structured parking to be developed in three phases.

RECENTLY BUILT AND APPROVED PROJECTS

In addition to the applications that were either a part of a redevelopment plan or inclusionary zoning, the following projects were approved by the Township's Planning or Zoning Board:

- Cost Allocation District 1
  - Traffic District I

    OC-7, which is part of the Woodhaven General Development Plan was approved by the Planning Board in 2017 and contains 15,000 SF of retail space and 35,000 SF of office space and 250 age-restricted residential units. Construction has commenced on this site.

    In 2008, the Old Bridge Zoning Board of Adjustment approved an application (Application no. 95-2006Z Redshaw Village) for a parcel (aka Block 24000, Lot 39) to construct four (4) retail buildings with a total of 35,000 SF and 22 single-family residential units with one (1) open space lot and one (1) lot for stormwater management facilities. Although the residential component of this project is built, the commercial component is yet to be built.

    In 2020, the Planning Board approved an application (Application no. 69-2020P Oak 18 LLC) for a 9,340 SF retail building containing four stores on a property (Block 19013, Lot 3, 4 & 5) located along NJSH Route 18.

In 2018, the Planning Board approved an application to construct a 19,097 SF Tractor Supply store and 15,000 SF of outdoor storage area at 1976 Old Bridge-Englishtown Road, also known as Block 22000, Lots 21 and 22 on the Township of Old Bridge Tax Map.

- Traffic District II

A 139,300 SF warehouse building (Application no. 44-2020Z 2G Manzo LLC) was approved on a 9.46-acre parcel (aka Block 5001, lot 13.24) located at the intersection of Old Water Works Road and Manzo Boulevard by the Zoning Board on November 5, 2020, and the resolution of approval was memorialized on December 17, 2020. The warehouse building would contain 133,300 SF of warehouse space and 6,000 SF of office space. The subject property lies within the Runyon Redevelopment Area. This area comes under the Manzo Boulevard I Redevelopment Plan.

A concrete batch plant and recycling facility was approved by the Zoning Board for the site located at Old Waterworks Road also known as Block 6017.11, Lot 9. The project entitled "Town Girls Waterworks Rd, LLC" involved construction of a 9,800 SF garage building with 7 bays and office space: a 1,056 SF "Hopper Building" and a two-story, 4,800 SF "concrete batch plant building".

- Traffic District III

No new projects were approved within TD III.

- Cost Allocation District 2

  - Traffic District IV

An application (Application no. 9-2021Z Hanley Orchards at Old Bridge) was approved by the Zoning Board of Adjustment for a 58-unit age-restricted development on a parcel (Block 10253, Lot 9.11) that fronts on Spring Hill Road, Old Mill Road and NJSH Route 34, on July 15, 2021, and the resolution of approval was memorialized on October 7, 2021.

  - Traffic District V

In 2017, the Old Bridge Zoning Board of Adjustment approved an application (Application no. 42-16Z Visionstream) for a parcel located at 3996 Middlesex County Route (CR) 516 (aka Block 12261, Lot 14) for 33 age-restricted apartments within a two-story building.

In 2018, the Planning Board Approved an application (Application no. 17-18P CR 516 Development, LLC) for a single parcel, also known as Block 14262.11, Lot 1, located at the intersection of Cottrell Road and County Route 516 to construct 34,525 SF of commercial space. The Applicant has reached out to the Planning Office to revise the application to include mixed-use with commercial on the ground floor and residential above.

  - Traffic District VI

No new projects were approved in TD VI.

- Cost Allocation District 3
  - Traffic District VII

    No new projects were approved in TD VII.

TOWN CENTRE DISTRICT (TCD) OVERLAY ZONES

The Town Centre District (TCD)'s ZBO methodology is slightly different than that used in Step 2 for a number of reasons. First, although the current ordinance permits a modified transfer of development rights (TDR) program, the ZBO did not consider this development option, as it does not appear to have been revised to be consistent with the 2013 Municipal Land Use Law (MLUL) development flexibility amendments. Second, because the presence of freshwater wetlands in the TCD was not as pervasive as in other parts Old Bridge Township, ZBO calculations used gross acreage, instead of net acreage. Finally, because several TCD parcels are located within multiple zoning districts, ZBO calculations for individual parcels were based on the zoning district with the highest development intensity.[11]

FINAL BUILD-OUT PROJECTIONS SUMMARY

RESIDENTIAL USES (DWELLING UNITS)

The following table summarizes the total projected number of dwelling units that could be built on private developable land on individual parcels and special districts in each of the Township's seven TDs, using the three-step ZBO methodology.

[11] See Appendix #9 for a detailed ZBO spreadsheet for the Town Centre District (TCD) overlay zone.

Table 1. Residential Build-out Projections Summary

Residential Build-Out Projections (units)								
Category	Districts							Total
	CAD 1			CAD 2			CAD 3	
	TD I	TD II	TD III	TD IV	TD V	TD VI	TD VII	
Total Build-Out Projections	2,865	3,537	425	141	97	112	556	7,733
Individual Parcels								
Individual Tax Parcels	30	29	23	57	28	50	15	232
Special Districts								
General Development Plan Areas	1,866	1,312	--	--	--	--	--	3,178
(Oaks I)		(1,312)						
(Woodhaven Village)	(1,866)							
Redevelopment Plan Areas	947	48	--	--	--	--	12	1,007
(Crossroads)	(875)							
(Vista at Old Bridge)	(72)							
(Old Matawan Road)		(48)						
(200 Laurence Parkway)							(12)	
Inclusionary Housing Zones	--	2,148	402	--	--	--	529	3,079
(RT9MUIH)		(2,148)						
(IH1)			(252)					
(IH2)			(150)					
(MUIH)							(529)	
Recently Built and Approved	22	--	--	--	33	58	--	113
(Redshaw Village)	(22)							
(Visionstream)					(33)			
(Hanley Orchards)						(58)		
Town Centre Overlay Zones	--	--	--	84	36	4	--	124

NON-RESIDENTIAL USES (SF)

The following table summarizes the total projected total SF of commercial uses that could be built on private developable land on individual parcels and special districts in each of the Township's seven TDs, using the ZBO methodology.

Table 2. Non-Residential Build-Out Projections Summary

Non-Residential Build-Out Projections (1,000 SF)								
Category	Districts							Total
	CAD 1			CAD 2			CAD 3	
	TD I	TD II	TD III	TD IV	TD V	TD VI	TD VII	
Total Build-Out Projections	1,393	5,028	1,420	1,835	1,199	1,950	258	13,083
Individual Parcels								
Individual Tax Parcels	831	742	1,140	1,714	989	1,410	40	6,866
Special Districts								
General Development Plan Areas	368	600	--	--	--	--	--	968
(Oaks I)		(600)						
(Woodhaven Village)	(368)							
Redevelopment Plan Areas	150	2,547	280	11	--	498	--	3,486
(Crossroads)	(150)							
(Waterworks Road I)			(280)					
(Segme GC+BOE)		(2,547)						

(Rose Lambertson)				(11)				
(Segme JBS)						(498)		
Inclusionary Housing Zones	---	1,000	--	--	--	--	218	1,218
(RT9MUIH)		(1,000)						
(MUIH)							(218)	
Recently Built and Approved	44	139	--	--	--	--	--	183
(Redshaw Village)	(35)							
(Oak 18)	(9)							
(2G Manzo)		(139)						
Town Centre Overlay Zones	--	--	--	110	210	42	--	362

TRAFFIC VOLUME PROJECTIONS

The traffic volume projections for the ZBO were developed based on trip generation data obtained from the manual Trip Generation, Tenth Edition, 2017, an Institute of Transportation Engineers (ITE) Informational Report. For purposes of this report, the following land use code (LUC) classifications were considered for the various zoning districts:

- Residential: LUC 210 (Single-Family Housing), LUC 220 (Multifamily Housing)
- Commercial: LUC 820 (General Retail)
- Office: LUC 710 (General Office), LUC 720 (Professional Office)
- Industrial: LUC 110 (Light Industrial), LUC 150 (Warehousing)
- Institutional: LUC 610 (Hospital)

It should be that, for commercial uses, a distinction was made between "new" trips, which are trips made to/from the study area for the express purpose of visiting the site, "pass-by" trips, which are trips made to the site by traffic passing the retail center on the adjacent roadways en route to another destination. As such, the commercial trip generation rates were reduced to account for pass-by trips.

Table 3. Trip Generation Data Summary

Trip Generation Data				
Zoning District	LUC Classification	Total New Trips		
		AM Peak	PM Peak	Saturday Peak
Residential Uses (per dwelling unit)				
AR, IH	220	0.46	0.56	0.70
R5, R6, R12, R15	210	0.74	0.99	0.93
R7, R9, R20, R30, R40, R120	210 / 220	0.60	0.78	0.82
TCD(du)	210 / 220	0.60	0.78	0.82
MUIH(du)	220	0.46	0.56	0.70
Non-Residential Uses (per 1,000 SF)				
CC	820	1.45	4.61	5.41
CN	820	3.79	6.43	7.08
CR	820	0.94	3.81	4.50
I	150	0.17	0.19	0.05
H	610	0.89	0.97	3.26
OG1, OG2, OG5	710 / 720	1.97	2.31	1.82
EDO1	110 / 710 / 720 / 820 (CN)	2.13	3.09	3.07

EDO3	110 / 710 / 720 / 820 (CC)	1.36	2.49	2.52
MUIH(SF)	110 / 710 / 720 / 820 (CC)	1.36	2.49	2.52
TCD(SF)	710 / 720 / 820 (CN)	2.88	4.37	4.45

ZONING BUILD-OUT TRIP GENERATION PROJECTIONS

The following table summarizes the total estimation for new trips in each of the Township's seven TDs that could be generated from the zoning build-out analysis.

Table 4. Zoning Build-Out Trip Generation Projections Summary

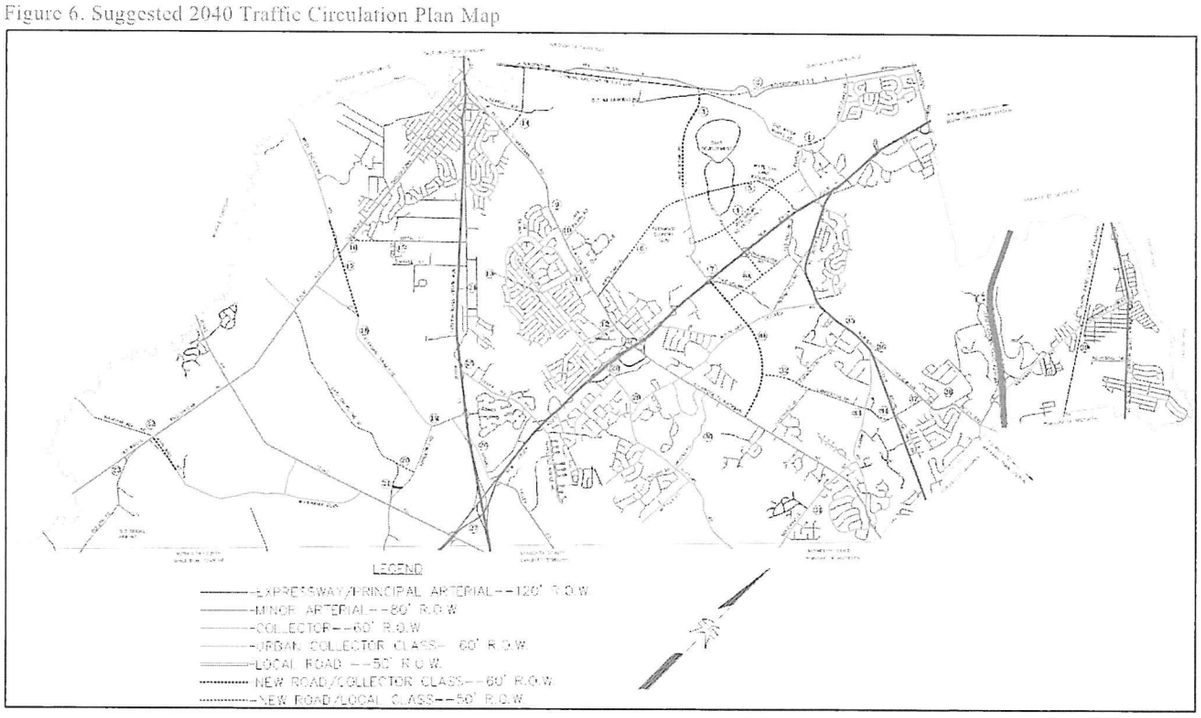
Zoning Build-Out Trip Generation Projections (total new trips)

Time Period	Districts							Total
	CAD 1			CAD 2			CAD 3	
	TD I	TD II	TD III	TD IV	TD V	TD VI	TD VII	
Weekday AM Peak Period	4,778	4,956	2,071	3,850	2,080	1,642	622	19,999
Weekday PM Peak Period	6,827	8,194	3,514	5,347	3,105	3,859	913	31,759
Saturday Peak Period	7,785	8,928	3,758	5,453	3,146	4,634	999	34,703

SUGGESTED TRAFFIC IMPROVEMENTS

Old Bridge Township's Planning Board amended its *Master Plan Traffic and Circulation Plan Element* (2000) in 2009, 2011 and 2013 and identified several intersection and roadway improvements to help reduce congestion and improve overall circulation within the Township. The Township and its consultants, as part of this report, reexamined those identified improvements and identified an updated list of circulation network improvements and priorities, as illustrated in the following figure. See Appendix 3 of Page A-4.

Figure 6. Suggested 2040 Traffic Circulation Plan Map



These suggested intersection and roadway improvements primarily including the following:

- Signalization and signal retiming
- Intersection widening and auxiliary turn lanes
- Roadway realignment and extensions
- Signage and striping

The following table summarizes the updated list of circulation network improvements and priorities.

Table 5. Proposed Traffic Improvements Summary

Year 2040 Circulation Plan Traffic Improvements				
Item No.	ID No.	Project Description	Type	Location
1	II.1	Cheesequake Road/Perrine Road and Old Water Works Road	Intersection	*Cheesequake Road/Perrine Road and Old Water Works Road*
2	II.2	Channelization	Intersection	*Waterworks Road and Bordentown Avenue*
3	II.3	Jake Brown Road Extension	Extension	*Jake Brown Road from dead end off NJSH Route 9 to Brown Road*
4	II.4	Jake Brown Road Extension II	Extension	*Linking Jake Brown Road with Perrine Road*
5	II.5	White Oak Lane Extension (Oaks) "West"	Extension	*NJSH Route 9 Westerly to Jake Brown Road*
6	II.6	White Oak Lane Extension (Oaks) "East"	Extension	*Existing dead end to Jake Brown Road*
8A	VI.8A	Realign Jake Brown Road/ Schulmeister Road	Geometric	*Jake Brown Road/Schulmeister Road*

Year 2040 Circulation Plan Traffic Improvements				
Item No.	ID No.	Project Description	Type	Location
8B	IV, VI.8B	Realigned Jake Brown Road	Geometric	*Cottrell Road to CR 516*
9	II, III.9	Signal Upgrades	Signalization	*CR 516 and Owens Road*
10	II, III.10	Signal Upgrades	Signalization	*CR 516 and Jake Brown Road*
11	II, III.11	Signal Upgrades	Signalization	*CR 516 and Gaub Road*
12	II, III.12	Signal Upgrades	Signalization	*CR 516 and Bushnell Road*
13	III.13	Traffic Signal Installation	Signalization	*Throckmorton and Gaub Road*
14	II.14	Connection CR 516 to Kearney Avenue	Extension	*CR 516 to Kearney Avenue; Sandfield Road*
15	I.15	Signage Improvements	Segment	*Birch Street*
16	I.16	Extension	Extension	*Birch Street*
17	I.17	New Roadway	Extension	*West Greystone to Pleasant Valley*
18	I.18	Enhanced Signage/Striping	Segment	*Pleasant Valley Road*
19	I.19	Traffic Signal Installation	Signalization	*Marlboro Road and Pleasant Valley Road*
20	I.20	East Greystone Road Extension	Extension	*Extend to Marlboro Road*
21	I.21	Realign Marlboro Road at East Greystone Road	Intersection	*Marlboro Road and East Greystone Road*
22	I.22	Realign Matchaponix / Englishtown Road (Woodhaven PUD Improvement)	Intersection	*Matchaponix and Englishtown Road*
23	I.23	Realignment / Channelization	Intersection	*Englishtown Road and Pension Road*
24	I, II, III, V.24	Route 18 widening 2 to 3 lanes per direction (Regional Improvement)	Capacity	*NJSH Route 18*
25	III.25	Install Ferry Road Ramp to NB Route 18	Intersection	*Ferry Road and NB Route 18*
26	III.26	Widen Spring Valley Road	Segment	*Spring Valley Road*
27	I, III, V.27	Interchange (Regional Improvement)	Interchange	*NJSH Route 18 and NJSH Route 9*
28	V.28	Traffic Signal Installation	Signalization	*Ticetown Road and Wisdom Way/Valley Vale Drive*
29	V.29	Traffic Signal Installation	Signal	*Cottrell Road and Ticetown Road*
30	V.30	Curve Signage/Striping	Segment	*Higgins Road*
31	IV, V.31	Widen Morganville Road for Center Turn Lane	Segment	*Morganville Road*
32	IV.32	Realign Lambertson Road / Farrington Road	Intersection	*Lambertson Road and Farrington Road*
33	IV.33	Traffic Signal Installation	Signalization	*Disbrow Road/Lambertson Road & Amboy Road*
34	IV.34	Closure of Disbrow Road	Geometric	*Amboy Road to NJSH Route 34*

Year 2040 Circulation Plan Traffic Improvements				
Item No.	ID No.	Project Description	Type	Location
35	IV.35	Channelization of Farrington Road at Route 34 (right turns)	Intersection	*Farrington Road and NJSH Route 34*
36	IV.36	Channelization of Amboy Road at Route 34 (NJDOT Planning Improvement)	Intersection	*Amboy Road and NJSH Route 34*
37	IV.37	Traffic Signal Installation	Signalization	*Disbrow Road and Cheesequake-Morristown Rd*
38	IV.38	Curve Signage/Striping	Segment	*Along Morristown Road near Village Drive*
39	VII.39	Laurence Parkway Improvements	Segment	*Laurence Parkway*

Notes: 1. Item Numbers correspond to the numbers contained in the Suggested 2040 Traffic Circulation Plan Map.

OFF-TRACT IMPROVEMENT COSTS

Cost estimates were developed for each of the suggested circulation network improvements. A distinction was made for network improvements that included non-Township roadways. The total costs for these improvements were adjusted to account for the anticipated Township fair share percentage only. In addition, for network improvements that encompass multiple traffic districts, costs were shared proportionately between the districts. The following tables summarize the off-tract improvements for each traffic district (TD).

COST ALLOCATION DISTRICT 1

Table 6. Traffic Improvements Costs – Cost Allocation District 1

Traffic Improvements Costs per TD					
ID No.	Project Description	Cost	Township Fair Share %	Township Cost	District Allocation %
Traffic District I					
I.15	Signage Improvements	$10,000	100%	$10,000	100%
I.16	Extension	$900,000	100%	$900,000	100%
I.17	New Roadway	$2,800,000	100%	$2,800,000	100%
I.18	Enhanced Signage/Striping	$10,000	100%	$10,000	100%
I.19	Traffic Signal Installation	$475,000	100%	$475,000	100%
I.20	East Greystone Road Extension	$1,000,000	100%	$1,000,000	100%
I.21	Realign Marlboro Road at East Greystone Road	$600,000	100%	$600,000	100%
I.22	Realign Matchaponix / Englishtown Road (Woodhaven PUD Improvement)	$0	0%	$0	100%
I.23	Realignment / Channelization	$200,000	25%	$50,000	100%
I, II, III, V.24	NJSH Route 18 widening 2 to 3 lanes per direction (Regional Improvement)[1]	$0	0%	$0	25%

Traffic Improvements Costs per TD					
ID No.	Project Description	Cost	Township Fair Share %	Township Cost	District Allocation %
	TD I Traffic Improvements Total Costs			$5,845,000	
	Traffic District II				
II.1	Cheesequake Road/Perrine Road and Old Water Works Road	$955,000	100%	$955,000	100%
II.2	Channelization	$15,500	100%	$15,500	100%
II.3	Jake Brown Road Extension	$5,625,000	100%	$5,625,000	100%
II.4	Jake Brown Road Extension II	$15,500,000	100%	$15,500,000	100%
II.5	White Oak Lane Extension (Oaks) "West"	$2,500,000	100%	$2,500,000	100%
II.6	White Oak Lane Extension (Oaks) "East"	$3,455,000	100%	$3,455,000	100%
II, III.9	Signal Upgrades	$475,000	33%	$157,000	50%
II, III.10	Signal Upgrades	$475,000	33%	$157,000	50%
II, III.11	Signal Upgrades	$475,000	33%	$157,000	50%
II, III.12	Signal Upgrades	$475,000	50%	$237,500	50%
II.14	Connection CR 516 to Kearney Avenue	$3,500,000	100%	$3,500,000	100%
I, II, III, V.24	NJSH Route 18 widening 2 to 3 lanes per direction (Regional Improvement)[1]	$0	0%	$0	25%
	TD II Traffic Improvements Total Costs			$31,904,750	
	Traffic District III				
II, III.9	Signal Upgrades	$475,000	33%	$157,000	50%
II, III.10	Signal Upgrades	$475,000	33%	$157,000	50%
II, III.11	Signal Upgrades	$475,000	33%	$157,000	50%
II, III.12	Signal Upgrades	$475,000	50%	$237,500	50%
III.13	Traffic Signal Installation	$575,000	100%	$575,000	100%
I, II, III, V.24	NJSH Route 18 widening 2 to 3 lanes per direction (Regional Improvement)[1]	$0	0%	$0	25%
III.25	Install Ferry Road Ramp to NB NJSH Route 18	$1,200,000	25%	$300,000	100%
III.26	Widen Spring Valley Road	$400,000	100%	$400,000	100%
I, III, V.27	Interchange (Regional Improvement)[1]	$0	0%	$0	33%
	TD III Traffic Improvements Total Costs			$1,629,250	
	TOTAL COST ALLOCATION DISTRICT 1 COST			**$39,379,000**	

1 To be decided by Outside Agency. There will be no Township share.

COST ALLOCATION DISTRICT 2

Table 7. Traffic Improvements Costs – Cost Allocation District 2

Traffic Improvements Costs per TD					
ID No.	Project Description	Cost	Township Fair Share %	Township Cost	District Allocation %
	Traffic District IV				
IV, VI.8B	Realigned Jake Brown Road	$5,500,000	100%	$5,500,000	50%
IV, V.31	Widen Morganville Road for Center Turn Lane	$1,775,000	100%	$1,775,000	50%
IV.32	Realign Lambertson Road / Farrington Road	$2,700,500	100%	$2,700,500	100%

Traffic Improvements Costs per TD					
ID No.	Project Description	Cost	Township Fair Share %	Township Cost	District Allocation %
IV.33	Traffic Signal Installation	$475,000	50%	$237,500	100%
IV.34	Closure of Disbrow Road	$375,000	100%	$375,000	100%
IV.35	Channelization of Farrington Road at Route 34 (right turns)	$100,000	25%	$25,000	100%
IV.36	Channelization of Amboy Road at Route 34 (NJDOT Planning Improvement)[1]	$275,000	0%	$0	100%
IV.37	Traffic Signal Installation	$475,000	50%	$237,500	100%
IV.38	Curve Signage/Striping	$5,000	100%	$5,000	100%
	TD IV Traffic Improvements Total Costs			$7,218,000	
	Traffic District V				
I, II, III, V.24	Route 18 widening 2 to 3 lanes per direction (Regional Improvement)[1]	$0	0%	$0	50%
I, III, V.27	Interchange (Regional Improvement)[1]	$0	0%	$0	33%
V.28	Traffic Signal Installation	$475,000	100%	$475,000	100%
V.29	Traffic Signal Installation	$475,000	100%	$475,000	100%
V.30	Curve Signage/Striping	$15,000	100%	$15,000	100%
IV, V.31	Widen Morganville Road for Center Turn Lane	$1,775,000	100%	$1,775,000	50%
	TD V Traffic Improvements Total Costs			$1,852,500	
	Traffic District VI				
VI.8A	Realign Jake Brown Road / Schulmeister Road	$8,000,000	100%	$8,000,000	100%
IV, VI.8B	Realign Jake Brown Road	$5,500,000	100%	$5,500,000	50%
	TD VI Traffic Improvements Total Costs			$10,750,000	
	TOTAL COST ALLOCATION DISTRICT 2 COST			**$19,820,500**	

1 To be decided by Outside Agency. There will be no Township share.

COST ALLOCATION DISTRICT 3

Table 8. Traffic Improvements Costs – Cost Allocation District 3

Traffic Improvements Costs per TD					
ID No.	Project Description	Cost	Township Fair Share %	Township Cost	District Allocation %
	Traffic District VII				
VII.39	Laurence Parkway Improvements	$250,000	100%	$250,000	100%
	TD VII Traffic Improvements Total Costs			$250,000	
	TOTAL COST ALLOCATION DISTRICT 3 COST			**$250,000**	

PRO-RATA SHARE CALCULATION

Once the final zoning build-out and the off-tract improvements were determined for the districts, it was necessary to develop an analysis of the costs by anticipated trips within the districts. In consultation with the Township, the pro-rata share calculation was developed based on a combination of the weekday commuter and weekend peak period activity. We recommend that a trip generation analysis be submitted for all major site plan and subdivision applications as a checklist item and should be based of the most recent ITE's Trip Generation Manual. The Developer is to use the Transportation Pro-Rata Calculations worksheet for the specific Allocation District located in Appendix 11.

Table 9. Pro-Rata Contribution Summary by District

Pro-Rata Contribution Calculation				
TD	Category	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Cost Allocation District 1				
I	*Off-Tract Improvement Costs*		*$5,845,000*	
	Zoning Build-out Trips	4,778	6,827	7,785
II	*Off-Tract Improvement Costs*		*$31,904,750*	
	Zoning Build-out Trips	4,956	8,194	8,928
III	*Off-Tract Improvement Costs*		*$1,629,500*	
	Zoning Build-out Trips	2,071	3,514	3,758
Total CAD 1 Off-Tract Improvements Cost			**$39,379,000**	
CAD 1 Zoning Build-out Trips		11,805	18,535	20,471
CAD 1 Pro-Rata Contribution		$3,336 per trip	$2,125 per trip	$1,924 per trip
Cost Allocation District 2				
IV	*Off-Tract Improvement Costs*		*$7,218.000*	
	Zoning Build-out Trips	3,850	5,347	5,453
V	*Off-Tract Improvement Costs*		*$1,852,500*	
	Zoning Build-out Trips	2,080	3,105	3,146
VI	*Off-Tract Improvement Costs*		*$13,500,000*	
	Zoning Build-out Trips	1,642	3,859	4,634
Total CAD 2 Off-Tract Improvements Cost			**$19,820,500**	
CAD 2 Zoning Build-out Trips		7,572	12,311	13,233
CAD 2 Pro-Rata Contribution		$2,618 per trip	$1,610 per trip	$1,498 per trip
Cost Allocation District 3				
VII	*Off-Tract Improvement Costs*		*$250,000*	
	Zoning Build-out Trips	622	913	999
Total CAD 3 Off-Tract Improvements Cost			**$250,000**	
CAD 3 Zoning Build-out Trips		622	913	999
CAD 3 Pro-Rata Contribution		$402 per trip	$274 per trip	$250 per trip

APPENDICES

APPENDIX 1. TOWNSHIP CODE SECTIONS REGARDING PRO-RATE OFF-TRACT IMPROVEMENT FEES

§ 250-107. Off-Tract Improvements.

A. In general.
   (1) Pursuant to N.J.S.A. 40:55D-42, an applicant is required to pay, prior to the granting of final subdivision or site plan approval by the approving board, a pro-rata share of the cost of providing reasonable and necessary street improvements and water, sewerage and drainage facilities, and easements therefor located outside the property limits of the development in an amount determined hereunder.
   (2) The methodology, except for trip generating factors and facility improvement costs, contained in a document entitled "Methodology for Off-Tract Pro-Rata Analysis for the Township of Old Bridge," by Louis Berger Associates, August 1980, as revised, is hereby declared to be expressly incorporated herein and made part of this chapter. A copy of this document is available for inspection in the office of the Township Engineer.
   (3) Trip generating factors and facility improvement costs are variables which require periodic adjustments as improvements are installed or as costs change and are not incorporated herein. The Township Engineer shall revise these factors and submit yearly a report to the Planning Board for its review and the approval of the governing body.

B. Drainage pro-rata share.
   (1) The drainage pro-rata share is intended to apportion the costs of improving culverts and cleaning stream channels in relation to the degree to which a specific development causes the existing culverts and stream channels to become over utilized.
   (2) For purposes of this Subsection B, "pro-rata share" is defined as the sum of labor, material and engineering design costs needed to increase the capacity of particular culverts above the level needed to accommodate existing development. Labor and material cost for cleaning that portion of the stream channel within the drainage area of any one culvert is included. Pro-Rata share shall vary with the size and the type of the proposed development, the total amount and type of development within a particular culvert's drainage area and the number of culverts downstream of the proposed development.
   (3) A particular developer's pro-rata shall be calculated in accordance with the following formula:

      Pro-Rata Contribution = (Acres of Land Type) (Runoff Weight for Land Type)
      The sum of all weighted acres for all developable undeveloped land types upstream of the first affected culvert = Cost of Improvement to First Affected Culvert (Acres of Land Type) (Runoff Weight for Land Type)
      The sum of all weighted acres for all developable undeveloped land upstream of the second affected culvert = Cost of Improvement to Second Affected Culvert (Acres of Land Type) (Runoff Weight for Land Type)
      The sum of all weighted acres for all developable undeveloped land types upstream of the third affected culvert = Cost of Improvement to Third Affected Culvert (Acres of Land Type) (Runoff Weight for Land Type)
      The sum of all weighted acres for all developable undeveloped land types upstream of the last affected culvert = Cost of Improvements to Last Affected Culvert.

C. Transportation pro-rata share.
   (1) The transportation pro-rata share is intended to apportion the cost of making roadway improvements, the need for which is caused by new development. The amount of contributions of a new development is determined in relation to its absolute size and the relative amount of trips produced by the development type.
   (2) For purposes of this Subsection C, "pro-rata share" is defined as the sum of base cost and adjusted base cost. Base cost consists of the land, labor, material and engineering design costs associated with the construction and/or installation of all traffic improvements needed to increase the capacity of the Township roadways to handle the traffic volumes which will be generated by new developments. Adjusted base cost is the product of the base cost minus the value of benefits accruing to existing property owners by virtue of the proposed traffic improvements.
   (3) Pro-Rata share shall be calculated in accordance with the following formula:

$$\text{Pro-Rata Contribution} = \frac{\text{(Number of Units of Land Type)}}{\text{(Trip Factor for Land Type) Total trips produced by all currently vacant developable land in the district.}}$$

      Adjusted base cost of all traffic improvements in the district.

D. Developer's agreements.
   (1) Where approval is conditioned on provision by the applicant of his pro-rata share for off-tract improvements necessitated by his development, the board shall require the applicant to enter into a developer's agreement with the Township, setting forth:
      (a) A detailed description of exactly which improvements the applicant shall make.

(b) A detailed description of the manner by which the applicant shall install said improvements.
(c) The timing of the construction of any improvements.
    [1] The amount of and the manner for providing adequate performance guarantees to insure that the improvements will be installed.
    [2] A developer's agreement, as described above, may be either negotiated between the board and the applicant at the hearing, or the board may make the entering into of such an agreement a condition of the applicant's approval, and delegate the responsibility for drafting and negotiating same to the approving board attorney.
    [3] In all cases, the developer's agreement must be reviewed and approved by both the Township Engineer and the approving board attorney.

§ 250-108. Exemption from Fees. [Added 8-14-2006 by Ord. No. 39-2006]
The Township may by resolution exempt any charitable, philanthropic, fraternal or religious nonprofit organization holding a tax-exempt status under the Federal Internal Revenue Code of 1954 from the payment of any fee charged under the Township of Old Bridge Land Development Ordinance, provided the organization is seeking an application for development of property owned by the Township of Old Bridge.

APPENDIX 2. NJ MLUL SECTION REGARDING PRO-RATE OFF-TRACT CIRCULATION IMPROVEMENTS

NJS 40:55D-42 Contribution for off-tract water, sewer, drainage, and street improvements.

Contribution for off-tract water, sewer, drainage, and street[12] improvements. The governing body may by ordinance adopt regulations requiring a developer, as a condition for approval of a subdivision or site plan, to pay the pro-rata share of the cost of providing only reasonable and necessary street improvements and water, sewerage and drainage facilities, and easements therefor, located off-tract but necessitated or required by construction or improvements within such subdivision or development. Such regulations shall be based on circulation and comprehensive utility service plans pursuant to subsections 19b.(4) and 19b.(5) of this act, respectively, and shall establish fair and reasonable standards to determine the proportionate or pro-rata amount of the cost of such facilities that shall be borne by each developer or owner within a related and common area, which standards shall not be altered subsequent to preliminary approval. Where a developer pays the amount determined as his pro-rata share under protest, he shall institute legal action within one year of such payment in order to preserve the right to a judicial determination as to the fairness and reasonableness of such amount.

[12] The Municipal Land Use Law (MLUL, NJS 40:55D-1 et se.) states that "Street" means "any street, avenue, boulevard, road, parkway, viaduct, drive or other way (1) which is an existing State, county or municipal roadway, or (2) which is shown upon a plat heretofore approved pursuant to law, or (3) which is approved by official action as provided by this act, or (4) which is shown on a plat duly filed and recorded in the office of the county recording officer prior to the appointment of a planning board and the grant to such board of the power to review plats; and includes the land between the street lines, whether improved or unimproved, and may comprise pavement, shoulders, gutters, curbs, sidewalks, parking areas and other areas within the street lines."

Dictionary definitions for the term "street" do not discriminate the type of traffic on these roadways, i.e., streets may be for human travel on foot, by animal, or by motorized and non-motorized vehicle. Thus a "street," in this context, includes all public rights-of-way of land, including dedicated sidewalks, "off-road" trails, and bikeways.

APPENDIX 3. PROPOSED CIRCULATION PLAN TRAFFIC IMPROVEMENTS[13]

Item No.	Project Description	Timeframe
1	Cheesequake Road, Waterworks Road, Perrine Road: increase lanes from 1 to 2 and realign/straighten configuration near Cheesequake and Perrine.	Year 2030
2	Channelization and signalization of the intersection of Amboy Road, Route 34 and Morristown Road.	Year 2030
3	Realign Morristown Road at Village Drive to eliminate the sharp curve.	Year 2030
4	Channelization at Unnamed Road/Old Water Works Road and Bordentown Avenue.	Year 2030
5	Road linking new Jernee Mill Road extension with Old Water Works/Unnamed Road (Road "C" in NJSH Route 9 Master Plan report).	Year 2030
6	New Jernee Mill extension from NJSH Route 9 to Bordentown (partially along former Jake Brown Road alignment; Road "A" in NJSH Route 9 Master Plan Report).	Year 2030
7	Road linking new Jernee Mill Road extension with Perrine Road, with two connectors to NJSH Route 9 (Road "B" in NJSH Route 9 Master Plan Report).	Year 2030
8	Extend Trans Old Bridge Westley Road to connect with Middlesex County Route 516.	Year 2030
10	New road connecting Jake Brown Road at Route 516 with Jernee Mill extension (part of CR 516 bypass).	Year 2030
12	Channelization at CR 516 and Jake Brown Road.	Year 2030
15	Signal at Throckmorton & Gaub Road.	Year 2030
16	Extend White Oak Lane to Jake Brown Road Extension.	Year 2030
18	NJSH Route 18; increase lanes from 2 to 3 Northbound and Southbound.	Year 2030
19	Signal and channelization at Pleasant Valley and Marlboro Road.	Year 2030
21	Road alignment between West Greystone and Pleasant Valley Road; signal & channelization at West Greystone & CR 527; and classify as a collector road all the way from NJSH Route 18 to CR 527.	Year 2030
22	Extend Birch Street to Old Bridge- Englishtown Road (CR527)	Year 2030
23	Realign East Greystone at Marlboro Road.	Year 2030
27	Realign Matchaponix and Old Bridge- Englishtown Road (CR527)	Year 2030
28	Provide collector road from Pension Road to Woodhaven Boulevard.	Year 2030
29	Signal, channelization & realignment at Old Bridge- Englishtown Road (CR527)and Pension Road.	Year 2030
31	Signal and channelization at High School & Ticetown Road (This should include Valley Vale Drive in the intersection signalization).	Year 2030
33	Higgins Road; realign and upgrade to collector road.	Year 2030
34	Morganville Road; increase lanes from 1 to 2 between township border and CR 516.	Year 2030

[13] Source: Old Bridge Township Master Plan Traffic and Circulation Plan Element (2009).

Item No.	Project Description	Timeframe
37	New Road from Cottrell Road east to CR 516 (part of Route 516 bypass), with connector to John Partridge Road/Lamberston; signal & turn lanes at CR 516.	Year 2030
38	Signal and channelization at Disbrow, Lamberston & Amboy Road.	Year 2030
39	Channelization & vertical realignment at Disbrow Road and Route 34.	Year 2030
40	Channelization at Old Mill Road & NJSH Route 34.	Year 2030
41	Channelization at Farrington Road & NJSH Route 34.	Year 2030
42	Signal and channelization at Disbrow & Cheesequake -Morristown Road.	Year 2030
43	Cheesequake-Morristown & Cliffwood Avenue; increase lanes from 1 to 2 between Cliffwood Avenue and Garden State Parkway NB Ramp.	Year 2030
47	Disbrow Road; realign curve.	Year 2030
49	Realign Lamberston and Farrington with new connection to Route 516 bypass; bring John Partridge in as a "T" intersection.	Year 2030
50	New Collector road from NJSH Route 18 at Ferry Road to Texas Road.	Year 2040
51	Realign Pleasant Valley Road from CR 527 to NJSH Route 18 and widen to collector road status.	Year 2040
52	Improve Jon Street to provide for traffic destined to NJSH Route 18 to use Maple Street.	Year 2040
53	Extend Trans-Old Bridge to Westley Road with connecting road to Higgins Road and Prests Mill Road.	Year 2040
54	Full interchange at NJSH Route 18, CR 516 and CR 527.	Year 2040
57	Provide connection to CR 516 to Kearney Avenue (a.k.a. Water Works Road) and improve Sandfield Road to Bordentown Turnpike.	Year 2040
58	Provide connection of Union Hill Road (a.k.a. Hawkins Road) to Woodhaven Boulevard.	Year 2040
59	Extend Mimi Road from Birch Street to Pleasant Valley Road. (shown as proposed Old Matawan Road on Old Bridge Street Map, Revised 1995.)	Year 2040
60	Upgrade Texas Road to four lanes from Englishtown Road to NJSH Route 9.	Year 2040
61	Establish a connection to Laurence Harbor.	Year 2040

Notes: 1. Item Numbers correspond to the numbers contained in the 2025 Traffic Circulation Plan Map.

2. Improvements contained in the Circulation Plan that have been completed have been removed from Appendix 3.

APPENDIX 4. SUMMARY OF CAPITAL IMPROVEMENT RECOMMENDATIONS[14]

The Middlesex County Planning Board's Route 9 Corridor Transit Linkages Study (2011) recommended a number of operational improvement projects, in addition to several transit-related public policy and public education projects. The following are a list of capital improvement projects for Middlesex County's US Route 9 Corridor:

1. Upgrade signal systems to improve visibility and accessibility by installing larger signal heads, installing signal backplates to reduce the effect of sun glare, and repositioning pedestrian buttons to meet ADA and MUTCD standards.

2. Consider relocating select bus stops on US Route 9 at five Old Bridge Township locations:
    a. Old Mill Road,
    b. Schulmeister Road,
    c. Jake Brown Road,
    d. Ehlers Lane, and
    e. Throckmorton Lane.

3. Install recessed bus bays on US Route 9 at four Old Bridge Township locations, where stopped buses cause significant traffic congestion:
    a. US Route 9 northbound north of Texas Road (CR 690),
    b. US Route 9 northbound service road at Ticetown Square Mini Mall / Ticetown Road,
    c. US Route 9 southbound at Ferry Road, which is a newly-relocated far-side stop, and
    d. Old Bridge--Matawan Road (CR 516) westbound at Ridge Road, near Old Matawan Road.

4. Expand existing bus shelters to accommodate current passenger volume:
    a. US Route 9 northbound at Fairway Plaza,
    b. US Route 9 southbound at Fairway Plaza, and
    c. US Route 9 southbound at Throckmorton Lane.

5. Install new bus shelters at selected bus stops along Old Bridge--Matawan Road (CR 516), which currently do not have any such shelter:
    a. Westbound at Ridge Road, near Old Matawan Road,
    b. Westbound at Worth Place,
    c. Westbound at Red Oak Lane / Bushnell Road, and
    d. Eastbound at Morganville Road.

6. Add bicycle racks to bus stops, where field observations indicate a need:
    a. Old Bridge park & ride northbound (existing bike lockers/racks are not currently utilized; bike facilities are hidden from view and distant from bus stop)
    b. Old Bridge park & ride southbound,
    c. US Route 9 northbound service road at Ticetown Square Mini Mall / Ticetown Road,
    d. US Route 9 southbound service road at Throckmorton Lane,
    e. US Route 9 northbound at Ferry Road / Trans Old Bridge Road, and
    f. US Route 9 southbound at Perrine Road.

7. Install or improve pedestrian-scaled lighting for safety and security at and near bus stops where luminance is inadequate.
    a. Jake Brown Road park & ride (both directions, for the walkway and shelters),
    b. US Route 9 northbound at Inverness park & ride,
    c. US Route 9 northbound at Texas Road (CR 690),
    d. US Route 9 northbound at Trans Old Bridge Road,
    e. US Route 9 northbound at Cindy Street,
    f. US Route 9 northbound at the Ticetown Square Mini-Mall,
    g. US Route 9 northbound at Phillips Drive,
    h. US Route 9 northbound at Fairway Plaza,

[14] Source: Route 9 Corridor Transit Linkages Study (2011), Middlesex County Planning Board.

i. US Route 9 southbound at Old Mill Road,
j. US Route 9 southbound and US Route 9 median at Fairway Lane,
k. US Route 9 southbound at Ehlers Lane,
l. US Route 9 southbound at Texas Road (CR 690), and
m. Old Bridge--Matawan Road (CR 516) at Old Matawan Road.

8. Install median fencing along US Route 9 to help prevent accidents by jaywalking, where recommended by Old Bridge Township:
   a. US Route 9 northbound near Ferry Road / Trans Old Bridge Road,
   b. Cindy Street, and
   c. Fairway Plaza.

9. Repair and extend median fencing along US Route 9 to help prevent accidents by jaywalking, where recommended by Old Bridge Township:
   a. Texas Road (CR 690)
   b. Phillips Drive: repair, extend south, and use a more visible fence color,
   c. Ehlers Lane, and
   d. Throckmorton Lane - Ticetown Road.

10. Mark and/or relocate crosswalks to improve visibility to motorists using signage and pavement markings such as "zebra striping" and yield bars:
   a. Villanova Road at Ernston Road (CR 673).

11. Add sidewalks near certain bus stops along the following roads, in order to keep pedestrians out of travel lanes:
   a. US Route 9 northbound from Phillips Drive to Old Bridge--Matawan Road (CR 516), extend approx. 2,000 ft.,
   b. US Route 9 northbound from Jake Brown Road park & ride to Stratford Apartments, approx. 1,000 ft.,
   c. US Route 9 northbound from Spring Valley Road to Trans Old Bridge Road, approx. 3,600 ft.,
   d. US Route 9 southbound from Ehlers Lane to Old Bridge--Matawan Road (CR 516), approx. 2,000 ft.,
   e. US Route 9 southbound from Ferry Road to Spring Valley Road, approx. 3,600 ft.,
   f. Along Perrine Road between NJ 9 and NJ Route 34, approx. 500 ft.,
   g. To the bus stop on Route 516 westbound at Ridge Road, near Old Matawan Road, and
   h. To the bus stop on Old Bridge--Matawan Road (CR 516) eastbound at Morganville Road

12. Improve safety on existing sidewalks, such as by:
   a. Adding tactile surfaces to make sidewalks and bus stops more accessible at US Route 9 and Fairway Lane,
   b. Reducing the turn radius of the driveway for the convenience store near US Route 9 and Fairway Lane;
   c. Reconstructing curb ramps at the intersections of Ernston Road with the US Route 9 south ramp and the Gateway Shopping Center driveways to comply with ADA standards;
   d. Building ADA-compliant curb ramps and create bump-out at Ernston and Villanova roads to shorten the crosswalk; and
   e. Re-grading the sidewalk on the southwest corner of Ernston Road and Westminster Boulevard to eliminate the present drop-off hazard.

APPENDIX 5. SUMMARY OF CAPITAL AND OPERATIONAL IMPROVEMENTS[15]

The Middlesex County Planning Board adopted the Transportation Plan Element of the Middlesex County Comprehensive Master Plan, entitled New Horizons in Mobility on September 10, 2013. The element proposed the following projects in Old Bridge Township:

1. Capital Improvement Projects
    a. NJ Route 18 & Old Bridge--Matawan Road (CR 516) & Old Bridge-Englishtown Road (CR 527): interchange improvements.

    b. NJ Route 35: widening, drainage and safety improvements.

    c. NJ Route 18: pedestrian and bicycling enhancements, from Naricon Place to US Route 9.

    d. NJ Route 34 & Amboy Avenue-Morristown Road (CR 689): intersection safety and operational improvements.

    e. Provide park and ride facilities in strategic locations on US Route 9 Corridor, such as near the intersections of:
        1) Spring Valley Road,
        2) Ernston Road (CR 673), and
        3) NJ Route 18.

    f. NJ Route 18 corridor traffic, bicycle/pedestrian access to bus shelters and transit amenities.

2. Operational Improvement Projects
    a. NJ Route 18 corridor express bus service from Old Bridge to New Brunswick,

    b. Improved bus connections between US Route 9 corridor buses and NJ Transit Bus Route 818 in the vicinity of the intersection of US Route 9 & Ticetown Road.

[15] Source: Middlesex County Comprehensive Master Plan Transportation Plan Element (2013), Middlesex County Planning Board.

APPENDIX 6. DETAILED ZONING BUILD-OUT (ZBO) METHODOLOGY

The three-step ZBO methodology used in this study is as follows:

Step 1 - Data Amalgamation: Use the following steps to compile data for Steps 2 and 3, below:

1. Download Old Bridge Township's electronic property tax parcel records (MOD IV data) from the State's tax assessment records website and delete all unnecessary data fields, except:
    a. "Block Number;"
    b. "Lot Number;"
    c. "Qualification Code" for special taxable development categories, such as farmhouses, billboards, and condominia;
    d. "Property Location;"
    e. "Property Class" category;
    f. "SF" of buildings currently on the parcel;
    g. "Class 4 Code" for commercial, industrial, and multi-family properties; and
    h. "Owner's Name".
2. Correlate MOD IV data with available GIS map layers from NJDEP, NJGIN, Middlesex County, and Old Bridge Township to provide each tax parcel with a unique GIS tax parcel identification number.
3. Verify, and replace as necessary, the "Zoning District" field for each parcel, based on the February 27, 2018 Zoning Map, and create three new "Zoning Districts" for the following areas which have overriding or proposed general development plans (GDPs) or redevelopment area plans:
    a. "OBX" for the Old Bridge Crossroads redevelopment area,
    b. "OAKS" for the approved Oaks I, and
    c. "WV" for the Woodhaven Village GDP area.6
4. Delete all tax parcels in the following categories if:
    a. "Zoning District" field equals "AF," "ER," and the airport "SD5," because one may assume that most of the private vacant land in these areas is either developed or no longer developable for housing, commercial, or industrial development;
    b. "Zoning District" equals "OAKS," "OBX," "TCD," and "WV," because the "OAKS" and "WV" GDPs have pre-established maximum ZBO figures and because ZBO figures will be calculated separately for "OBX" and "TCD;"
    c. "Zoning District" equals "IH1," "IH2," "RT9MUIH," and "MUIH," because these inclusionary districts for low and moderate income housing have pre-established, court-approved dwelling unit and SF of commercial and industrial development ZBOs;
    d. "Property Class" field equals: "5A" or "5B" (railroad property), "6A" or "6B" (public utility property), "15A" or "15B" (school property), "15D" and "15E" (religious, charitable, or cemetery property), or "15F" (usually a military veteran's residence on a small house lot);
    e. "Owner" field equals a public entity or utility, for example when the field contains the words: "Borough of Sayreville," "City of Perth Amboy," "Twp of Old Bridge," "Fire," "First Aid," "JCP&L," "New Jersey," "NJ Transit Corp," "OBMUA," "Old Bridge Housing Authority," or "United States," because these are not privately-owned, commercial or industrial properties;
    f. "Qualification Code" begins with the letter "C", which means a developed condominium; and
    g. The parcel is on the State's database of State, Local and Non-profit Preserved Parks and Open Space, or the parcel is a preserved farm property, such as Block 10252, Lot 23, and Block 13000.16, Lot 15.11.

5) Using a GIS program, create a new "Net Acreage" field for each remaining parcel by subtracting the following map layers from each remaining parcel's "Calculated Acreage": "Water," "Freshwater Wetlands," and "Flood Plains". (n.b.: GIS "Calculated Acreage" may differ from a tax parcel's MOD IV gross acreage.)

6) Delete all tax parcels if "Net Acreage" equals "0".

7) Delete all parcels that have received site plan or subdivision approval from the Township Planning Board or Zoning Board of Adjustment in the past ten years, as these have already been assessed an off-tract improvement fee, even if they have yet to be developed.

Step 2 - Individual Tax Parcel Analysis: The second step continues to use MOD IV property tax parcel database fields to calculate dwelling units and SF of commercial and industrial development in each remaining parcel from Step 1, based on current zoning. However, the methodology uses "Net Acreage" instead of "Gross Acreage" to calculate ZBO, to be consistent with the methodology used in the Planning Board's Land Use Plan Element Update (2011).

1. Residential Zoning District Parcel Analyses: For parcels in the following residential zones: R120, R80, R40, R30, R20, R15, R12, R9, R7, R6, and R5:

   The above zoning districts only permit the development of single-family dwelling units, (DUs). Determining a residentially-zoned parcel's potential for subdivision is the primary way to calculate ZBO, because each new residentially-zoned parcel equals another new dwelling unit. When a residentially-zoned parcel's "Net Acreage" is less than the minimum lot size, or "Minimum Acreage," in the zone in which it is situated, one may assume that the parcel cannot be subdivided to create an additional dwelling unit. In this case, the ZBO equals 0 for those lots.

   If, however, the parcel's "Net Acreage" is greater than or equal to the "Minimum Acreage" in the zone in which it is situated, then there is potential to create one or more new dwelling units through the parcel's subdivision. To determine the ZBO for these parcels, one uses either of the following methodologies:

   a. The parcel is not already developed. If a parcel's "Property Class" were equal to 1 (Vacant) or 3A or 3B (Farmland), one should use the following steps to calculate that parcel's projected ZBO, or future number of potential dwelling units through parcel subdivision:

      1) Divide the parcel's "Net Acreage" by the Zoning District's "Minimum Acreage",

      2) Multiply that number by 75%, which is a subdivision "Efficiency Factor" to account for acreage lost to parcel boundary irregularities and for required roads, utilities, stormwater basins, etc., and

      3) Round that number down to the next whole number. (If the result is less than 1, then the ZBO equals 0.)

   b. The parcel is already developed. If a parcel's "Property Class" were not equal to 1 (Vacant) or 3A or 3B (Farmland), one should use the following steps to calculate that parcel's projected ZBO, or future number of potential dwelling units through parcel subdivision:

      1) Divide the parcel's "Net Acreage" by the Zoning District's "Minimum Acreage",

      2) Multiply that number by 75%, which is a subdivision "Efficiency Factor" to account for acreage lost to parcel subdivision irregularities and for required roads, utilities, stormwater basins, etc.,

      3) Subtract that number by 1 to account for the existing dwelling unit or other use, and

      4) Round that number down to the next whole number. (If the result is less than 1, then the ZBO equals 0.)

   Use these formulae for each residential zoning district:

   R120 (Minimum lot size = 3.33 acres)

   - If "Net Acreage"" < 3.33 acres, then ZBO = 0; or
   - If "Net Acreage" ≥ 3.33 acres AND
      a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage"" / 3.33) x 75%, then round down to next whole number, or
      b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 3.33) x 75%) - 1, then round down to next whole number.

   R80 (Minimum lot size = 2.00 acres)

   - If "Net Acreage" < 2.00 acres, then ZBO = 0; or
   - If "Net Acreage" ≥ 2.00 acres AND
      a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 2.00) x 75%, then round down to next whole number, or

b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 2.00) x 75%) - 1, then round down to next whole number.

R40 (Minimum lot size = 1.11 acres)

- If "Net Acreage" < 1.11 acres, then ZBO = 0: or
- If "Net Acreage" ≥ 1.11 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 1.11) x 75%, then round down to next whole number, or
  b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 1.11) x 75%) - 1, then round down to next whole number.

R30 (Minimum lot size = 0.83 acres)

- If "Net Acreage" < 0.83 acres, then ZBO = 0; or
- If "Net Acreage" ≥ 0.83 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 0.83) x 75%, then round down to next whole number, or
  b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 0.83) x 75%) - 1, then round down to next whole number.

R20 (Minimum lot size = 0.56 acres)

- If "Net Acreage" < 0.56 acres, then ZBO = 0; or
- If "Net Acreage" ≥ 0.56 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 0.56) x 75%, then round down to next whole number, or
  b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 0.56) x 75%) - 1, then round down to next whole number.

R15 (Minimum lot size = 0.42 acres)

- If "Net Acreage" < 0.42 acres, then ZBO = 0; or
- If "Net Acreage" ≥ 0.42 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 0.42) x 75%, then round down to next whole number, or
  b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 0.42) x 75%) - 1, then round down to next whole number.

R12 (Minimum lot size = 0.33 acres)

- If "Net Acreage" < 0.33 acres, then ZBO = 0; or
- If "Net Acreage" ≥ 0.33 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 0.33) x 75%, then round down to next whole number, or
  b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 0.33) x 75%) - 1, then round down to next whole number.

R9 (Minimum lot size = 0.25 acres)

- If "Net Acreage" < 0.25 acres, then ZBO = 0; or
- If "Net Acreage" ≥ 0.25 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 0.25) x 75%, then round down to next whole number, or

b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 0.25) x 75%) - 1, then round down to next whole number.

R7 (Minimum lot size = 0.22 acres)

- If "Net Acreage" < 0.22 acres, then ZBO = 0; or
- If "Net Acreage" ≥ 0.22 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 0.22) x 75%, then round down to next whole number, or
  b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 0.22) x 75%) - 1, then round down to next whole number.

R6 (Minimum lot size = 0.18 acres)

- If "Net Acreage" < 0.18 acres, then ZBO = 0; or
- If "Net Acreage" ≥ 0.18 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 0.18) x 75%, then round down to next whole number, or
  b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 0.18) x 75%) - 1, then round down to next whole number.

R5: (Minimum lot size = 0.14 acres)

- If "Net Acreage" < 0.14 acres, then ZBO = 0; or
- If "Net Acreage" ≥ 0.14 acres AND
  a) "Property Class" = 1, 3A, or 3B, then ZBO = ("Net Acreage" / 0.14) x 75%, then round down to next whole number, or
  b) "Property Class" ≠ 1, 3A, or 3B, then ZBO = (("Net Acreage" / 0.14) x 75%) – 1, then round down to next whole number.

2. Non-Residential Zoning District Parcel Analyses: For parcels in the following Township's non-residential zones: CC, CM, CN, CR, EDO1, EDO3, H, OG1, OG2, OG3, OG5, SD1, SD3, and SD5:

Determining a non-residentially-zoned parcel's maximum SF of commercial and/or industrial floor area on a future site plan application is the primary ZBO objective for parcels in the above zoning districts. Because one may assume that the owners of non-residentially-zoned parcels have an economic incentive to maximize their property's value, i.e., to achieve a site plan application "Efficiency Factor" of 100%, the formulae used to calculate commercial and industrial floor area ZBO does not include an "Efficiency Factor."

Old Bridge Township uses "Maximum Floor Area Ratio," or FAR, to determine how many SF of commercial or industrial space may be built on a non-residentially-zoned parcel. To calculate a parcel's ZBO, one should multiply its "Net Acreage" by 43,560, to convert the parcel area to SF, then multiply that number by the zoning district's "Maximum Floor Area Ratio" and then subtract the MOD IV estimate of "SF" of buildings currently on the parcel.

Use these formulae for each non-residential zoning district cluster:

CC, CM, CN, and CR (Maximum Floor Area Ratio = 20%)

- ZBO = ("Net Acreage" x 43,560 x 20%) – "SF"

OG1, OG2, OG3, and OG5 (Maximum Floor Area Ratio = 25%)

- ZBO = ("Net Acreage" x 43,560 x 25%) – "SF"

SD1, SD3, and SD5 (Maximum Floor Area Ratio = 25%)

- ZBO = ("Net Acreage" x 43,560 x 25%) – "SF"

EDO1 (Maximum Floor Area Ratio = 30%)

- ZBO = ("Net Acreage" x 43,560 x 30%) – "SF"

EDO3 and H (Maximum Floor Area Ratio = 35%)

- ZBO = ("Net Acreage" x 43,560 x 35%) – "SF"

Before finalizing Step 2, one should delete from the above residential and non-residential parcel calculations all those parcels which received recent approval (as of July 1, 2018) from the Township's Planning Board and Zoning Board of Adjustment.[16] This is because one should assume that these parcels have already been assessed their pro-rata contributions under the current ordinance.

Step 3 – Special District Analysis: The last step in the ZBO Methodology re-incorporates the estimated ZBOs for the Township's special districts of previously-approved General Development Plans (GDPs) and those pending approval, approved Redevelopment Plans, court-approved affordable housing inclusionary housing zoning districts, and developable parcels within the Town Centre District (TCD) Overlay Zone.

1. General Development Plan (GDP) Areas:
    a. Oaks I is the first half of the approved "Oaks at Glenwood" GDP;
    b. Woodhaven Village's original GDP approval was last amended in October 2017.
2. Redevelopment Plan Areas: Old Bridge Township's Council has designated many tracts as "areas in need of redevelopment," but has approved eight (8) redevelopment plans for the following tracts:
    a) Mannino Park Tract Redevelopment Plan is for a 165.3-acre tract comprising Block 8005, Lots 1 and 6: *Ordinance No. 17-2005, adopted June 27, 2005.*
    b) Rose and Lambertson Redevelopment Plan is for a 218.3-acre tract comprising Block 10252, Lots 1.12 and 4; Block 11251, Lot 20; and Block 11251.13, Lot 15: *Ordinance No. 14-2006, adopted April 24, 2006.*
    c) Old Bridge Crossroads (aka Olympia & York Tract) Redevelopment Plan is for a 542.8-acre tract comprising Block 20000, Lot 67.13 (formerly Block 20000, Lots 67.11 and 79); Block 20002, Lots 8.11, 10.11, 14, 15, and 16; Block 20003, Lot 67.12 (formerly Block 20002, Lot 67.12); Block 21000, Lots 3.11, 6.11, 6.12, and 13.12; Block 21001, Lot 4.11; and Block 21005, Lot 2: *Ordinance No. 20-02, adopted October 23, 2006 and last amended by Ordinance No. 2008-23, adopted July 14, 2008.*
    d) 200 Laurence Parkway Redevelopment Plan is for 0.75-acre tract on Block 39, Lots 128 and 140: *Ordinance No. 2016-01, adopted February 8, 2016.*
    e) Waterworks Road I Redevelopment Plan for a 45-acre tract on Block 6303, Lots 3.11 and 7: *Ordinance No. 2017-04, adopted February 27, 2017.*
    f) Global Landfill Redevelopment Plan for a 57.5-acre tract on Block 4185, Lots 12.11, 12.12, 25.11, 26, 28.11, and 28.12: *Ordinance No. 2022-16, adopted July 12, 2022.*
    g) Manzo Boulevard I Redevelopment Plan for a 9.46-acre tract on Block 5001, Lot 13.24: *Ordinance No. #2022-35, adopted December 13, 2022.*
    h) Intersection of Jake Brown Road & NJSH Route 9 & Intersection of Jake Brown Road & White Oak Lane for a 830 acres tract on Block 7000, Lots 4.11 and 4.14, Block 8005, Lots 3, 5, and 5.11, Block 9000, Lots 9, 12.22, 29, 30, 41.12, 41.13, 42.11, 42.13, 42.14, and 42.15, Block 10254, Lots 7 and 9, and Block 10259, Lots 1.11 and 3: *Ordinance No. #2021-18, adopted September 14, 2021.*
3. Inclusionary Housing Zones: Old Bridge Township's Code Chapter 250: Land Development prescribes the ZBOs in four court-approved inclusionary affordable housing residential and mixed-use zoning districts.
    a) Inclusionary Housing 1 (IH1) Zoning District covers Block 17000, Lots 5 and 28.112.
    b) Inclusionary Housing 2 (IH2) Zoning District (aka Foxborough) covers Block 16000, Lot 1.
    c) Mixed-Use Inclusionary Housing (MUIH) Zoning District (aka Alfieri/The Green at Old Bridge) covers Block 2150, Lot 4.11.

[16] See Appendix #7 for a summary of recent municipal development application approvals.

d) Route 9 Mixed-Use Inclusionary Housing (RT9MUIH) Zoning District (aka Brunetti) covers: Block 5001, Lot 12.12 and 14; Block 6302, Lot 9; Block 6303, Lot 6 and portions of Lots 3.11 and 7; and Block 7000, a portion of Lot 1.33.

4. Town Centre District (TCD) Overlay Zone: The TCD's ZBO methodology is slightly different than that used in Step 2 for a number of reasons. First, although the current ordinance permits a modified transfer of development rights (TDR) program, the ZBO did not consider this development option, as it does not appear to have been revised to be consistent with the 2013 Municipal Land Use Law (MLUL) development flexibility amendments. Second, because the presence of freshwater wetlands in the TCD was not as pervasive as in other parts Old Bridge Township, ZBO calculations used gross acreage, instead of net acreage. Finally, because several TCD parcels are located within multiple zoning districts, ZBO calculations for individual parcels were based on the zoning district with the highest development intensity.

APPENDIX 7. SUMMARY OF RECENT MUNICIPAL DEVELOPMENT APPLICATION APPROVALS

Application #	Application Name	Block (s)	Lots(s)
55-14Z	Islamic Center of Old Bridge	222	42320
20-14P	Raritan Marina	1000	19, 22
03-16Z	GSM Recycling	1051	29.12
52-16Z	Investors Bank	3230	2.15
40-09Z	Route 34 Plaza, LLC	3236.24	32
13-10Z	Rt 34 Corp	3236.24	32
16-16ZA	DCH Investment Academy Honda	4185	5.11
11-15Z	George Sokolovski	5000.17	1
36-11P	Matawan Properties, LLC	8231	9.12
21-12Z	Old Bridge Land Co, LLC	9000	7.11
2-14P	Calvary Christian School	9000	12.23
43-15Z	Vision Old Bridge	10252.24	14.11, 14.12, 4.13
42-14P	PAJAG LLC	10253	3.11, 3.12
31-12Z	Pawsitive Directions, Inc	13000	11.18
37-11P	Town Center Assocs	14263	4
42-11P	Town Center Assocs	14263	4
26-14Z	Sound of Old Bridge (Walgreens)	15502	3.11
22-12Z	Old Bridge Education Assn	15519	51
23-15P	SAS Properties of Old Bridge	16001	2.11
14-12Z	SAS Properties of Old Bridge	16001	2, 3
54-16Z	L & E Associates	20001	25-26
12-13P	American Plaza	21002	6
15-17Z	Lancha Construction	23000	2
24-14P	Texas Road Plaza	22100; 22140	29.60; 30.01

Note: 1. *Compiled from Old Bridge Township Department of Engineering.*

APPENDIX 8. INDIVIDUAL TAX PARCEL ZONING BUILD-OUT (ZBO) PROJECTIONS

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_1_56.11	R6	0.83	0.18	-	1	2	-	-	3	VII
1215_1_57.11	R6	0.7	0.18	-	0	2	-	-	3	VII
1215_1_58	R6	0.94	0.18	-	1	2	-	-	3	VII
1215_10_302.12	CN	0.22	-	0.20	-	-	0	1,928	3	VII
1215_1010_867.11	R5	0.48	0.14	-	1	1	-	-	3	VII
1215_10252.25_37.14	R6	0.5	0.18	-	1	1	-	-	2	IV
1215_10252.25_39.11	EDO1	0.85	-	0.30	-	-	7,904	3,215	2	IV
1215_10252.26_43.11	R20	2.25	0.56	-	1	2	-	-	2	IV
1215_10252.26_45	R20	2.97	0.56	-	1	2	-	-	2	IV
1215_10253_1	EDO1	0.72	-	0.30	-	-	7,904	1,531	2	VI
1215_10253_10	R20	2.09	0.56	-	1	1	-	-	2	VI
1215_10253_13	R20	3.04	0.56	-	1	3	-	-	2	VI
1215_10253_18.11	R20	2.34	0.56	-	1	2	-	-	2	VI
1215_10253_19	R20	1.76	0.56	-	1	1	-	-	2	VI
1215_10253_2.11	EDO1	0.49	-	0.30	-	-	1,100	5,268	2	VI
1215_10253_20	R20	3.85	0.56	-	1	4	-	-	2	VI
1215_10253_22	R20	3.52	0.56	-	1	3	-	-	2	VI
1215_10253_3.13	EDO1	1.03	-	0.30	-	-	0	13,458	2	VI
1215_10253_4	R20	5.52	0.56	-	1	6	-	-	2	VI
1215_10253_5.11	R20	4	0.56	-	1	4	-	-	2	VI
1215_10253_6	R20	3.56	0.56	-	1	3	-	-	2	VI
1215_10253_9.11	R20	6.44	0.56	-	1	7	-	-	2	VI
1215_10254_4	R40	4.48	1.11	-	0	3	-	-	2	VI
1215_10255_3	CC	2.93	-	0.20	-	-	7,904	17,601	2	VI
1215_10256_13	R6	0.67	0.18	-	1	1	-	-	2	VI
1215_10256_6.11	EDO3	5.83	-	0.35	-	-	7,904	81,050	2	VI
1215_10256_6.23	EDO3	0.61	-	0.35	-	-	7,904	1,445	2	VI
1215_10257.11_2	EDO3	0.29	-	0.35	-	-	0	4,416	2	VI
1215_10257_1	EDO3	2.19	-	0.35	-	-	7,904	25,451	2	VI
1215_10258_10	EDO3	0.72	-	0.35	-	-	1,344	9,678	2	VI
1215_10258_11	EDO3	0.76	-	0.35	-	-	7,904	3,755	2	VI
1215_10258_6	EDO3	0.86	-	0.35	-	-	1,484	11,633	2	VI
1215_10258_8	EDO3	0.35	-	0.35	-	-	1,232	4,050	2	VI
1215_10258_9	EDO3	0.98	-	0.35	-	-	1,695	13,193	2	VI
1215_10259.21_11	OG2	1.58	-	0.25	-	-	7,904	9,322	2	VI
1215_10259_12	OG2	5.18	-	0.25	-	-	0	56,395	2	VI
1215_10259_19.11	OG2	1.36	-	0.25	-	-	1,965	12,865	2	VI
1215_10259_9.11	CC	6.37	-	0.20	-	-	7,904	47,598	2	VI
1215_10260_67	R6	0.72	0.18	-	1	2	-	-	2	IV

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_1050_1.12	CN	1.68	-	0.20	-	-	0	14,634	3	VII
1215_1067_203	CN	0.12	-	0.20	-	-	988	64	3	VII
1215_1069_79	CN	0.19	-	0.20	-	-	1,632	43	3	VII
1215_1076_100.13	R5	0.5	0.14	-	1	1	-	-	3	VII
1215_11232_1	EDO1	3.46	-	0.30	-	-	7,901	37,275	2	IV
1215_11232_10	EDO1	1.24	-	0.30	-	-	7,901	8,320	2	IV
1215_11232_11	EDO1	1.21	-	0.30	-	-	7,901	7,916	2	IV
1215_11232_12	EDO1	2.74	-	0.30	-	-	0	35,795	2	IV
1215_11232_13.11	EDO1	1.69	-	0.30	-	-	7,901	14,155	2	IV
1215_11232_13.12	EDO1	2.49	-	0.30	-	-	0	32,495	2	IV
1215_11232_5.11	EDO1	6.12	-	0.30	-	-	7,901	72,085	2	IV
1215_11232_6.11	EDO1	5.29	-	0.30	-	-	7,901	61,213	2	IV
1215_11232_7	EDO1	0.46	-	0.30	-	-	1,958	4,112	2	IV
1215_11232_8	EDO1	0.88	-	0.30	-	-	7,901	3,536	2	IV
1215_11238.11_3.11	R30	3.27	0.83	-	1	1	-	-	2	IV
1215_11238.11_6	R30	2.94	0.83	-	1	1	-	-	2	IV
1215_11238.11_9.12	R30	5.09	0.83	-	1	3	-	-	2	IV
1215_11238_11.11	R30	2.23	0.83	-	1	1	-	-	2	IV
1215_11238_13	R30	2.87	0.83	-	1	1	-	-	2	IV
1215_11240_1.17	R12	1.05	0.33	-	1	1	-	-	2	IV
1215_11240_14	R12	0.91	0.33	-	1	1	-	-	2	IV
1215_11246_3	EDO1	0.61	-	0.30	-	-	0	7,934	2	IV
1215_11246_4	EDO1	0.46	-	0.30	-	-	0	6,024	2	IV
1215_11246_5	EDO1	0.46	-	0.30	-	-	0	5,981	2	IV
1215_11246_6	EDO1	0.45	-	0.30	-	-	0	5,835	2	IV
1215_11246_7	EDO1	0.44	-	0.30	-	-	0	5,745	2	IV
1215_11246_8	EDO1	0.41	-	0.30	-	-	0	5,320	2	IV
1215_11246_81	EDO1	2.05	-	0.30	-	-	7,901	18,874	2	IV
1215_11247_84.11	EDO1	0.65	-	0.30	-	-	7,901	532	2	IV
1215_11247_84.12	EDO1	0.29	-	0.30	-	-	1,564	2,279	2	IV
1215_11247_93.11	EDO1	0.67	-	0.30	-	-	1,804	6,989	2	IV
1215_11247_93.12	EDO1	0.57	-	0.30	-	-	1,176	6,331	2	IV
1215_11247_93.13	EDO1	0.57	-	0.30	-	-	1,638	5,869	2	IV
1215_11247_93.14	EDO1	0.39	-	0.30	-	-	0	5,065	2	IV
1215_11249_25	R20	2.59	0.56	-	1	2	-	-	2	IV
1215_11249_26	R20	2.99	0.56	-	1	3	-	-	2	IV
1215_11249_32	R20	1.52	0.56	-	1	1	-	-	2	IV
1215_11249_33	R20	1.94	0.56	-	1	1	-	-	2	IV
1215_11249_36	R20	1.8	0.56	-	1	1	-	-	2	IV
1215_11249_47.11	R20	1.85	0.56	-	1	1	-	-	2	IV
1215_11250_13.11	R30	2.31	0.83	-	1	1	-	-	2	IV

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_11250_15.11	R30	5.5	0.83	-	1	3	-	-	2	IV
1215_11250_3	R30	2.14	0.83	-	0	1	-	-	2	IV
1215_11251_18.12	R20	1.91	0.56	-	1	1	-	-	2	IV
1215_11252.12_23.11	EDO1	2.34	-	0.30	-	-	7,901	22,617	2	IV
1215_11253.11_18	R5	2.34	0.14	-	1	11	-	-	2	IV
1215_11255_1	R5	0.97	0.14	-	1	4	-	-	2	IV
1215_11257_10.11	R20	2.23	0.56	-	1	1	-	-	2	IV
1215_11257_10.12	R20	2.17	0.56	-	0	2	-	-	2	IV
1215_11257_2	R20	1.6	0.56	-	0	2	-	-	2	IV
1215_11257_4	R20	2.46	0.56	-	1	2	-	-	2	IV
1215_11257_5	R20	2.33	0.56	-	1	2	-	-	2	IV
1215_11257_6	R20	2.29	0.56	-	1	2	-	-	2	IV
1215_11257_7	R20	2.32	0.56	-	1	2	-	-	2	IV
1215_11257_8	R20	2.38	0.56	-	1	2	-	-	2	IV
1215_11257_9	R20	2.24	0.56	-	1	2	-	-	2	IV
1215_12_11	CN	0.23	-	0.20	-	-	1,658	328	3	VII
1215_12_37	CN	0.16	-	0.20	-	-	1,063	319	3	VII
1215_12000.25_40.11	R15	1.17	0.42	-	1	1	-	-	2	V
1215_12000.25_41.11	R15	1.31	0.42	-	1	1	-	-	2	V
1215_12260_4.12	R15	2.26	0.42	-	0	4	-	-	2	V
1215_12261.11_49.12	R20	1.1	0.56	-	0	1	-	-	2	V
1215_12261_14	OG1	2.06	-	0.25	-	-	900	21,528	2	V
1215_12261_15	OG1	3.49	-	0.25	-	-	0	38,031	2	V
1215_12261_24	R20	1.51	0.56	-	1	1	-	-	2	V
1215_12261_51	R20	1.65	0.56	-	1	1	-	-	2	V
1215_12261_52	R20	1.9	0.56	-	0	2	-	-	2	V
1215_12261_54.12	R20	3.11	0.56	-	1	3	-	-	2	V
1215_12261_56	R20	1.98	0.56	-	1	1	-	-	2	V
1215_12261_58.18	R20	2.25	0.56	-	1	2	-	-	2	V
1215_12261_58.19	R20	2.33	0.56	-	1	2	-	-	2	V
1215_12261_7	R20	5.11	0.56	-	1	5	-	-	2	V
1215_12261_74	R30	4.86	0.83	-	1	3	-	-	2	V
1215_12280_1	R20	1.67	0.56	-	1	1	-	-	2	V
1215_12330_4.12	R20	3.15	0.56	-	0	4	-	-	2	V
1215_13_101	CN	0.28	-	0.20	-	-	1,008	1,468	3	VII
1215_13_102	CN	0.16	-	0.20	-	-	1,008	414	3	VII
1215_13000_10	EDO1	1.37	-	0.30	-	-	2,560	15,300	2	V
1215_13000_11.12	EDO1	0.88	-	0.30	-	-	7,902	3,589	2	V
1215_13000_11.13	EDO1	0.83	-	0.30	-	-	0	10,841	2	V
1215_13000_11.14	EDO1	1.06	-	0.30	-	-	0	13,805	2	V
1215_13000_11.15	EDO1	1.02	-	0.30	-	-	0	13,315	2	V

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_13000_11.19	EDO1	0.92	-	0.30	-	-	0	11,997	2	V
1215_13000_11.21	EDO1	1.12	-	0.30	-	-	0	14,584	2	V
1215_13000_11.22	EDO1	1.08	-	0.30	-	-	0	14,170	2	V
1215_13000_11.23	EDO1	1.54	-	0.30	-	-	0	20,169	2	V
1215_13000_11.24	EDO1	0.91	-	0.30	-	-	0	11,887	2	V
1215_13000_2	EDO1	0.94	-	0.30	-	-	0	12,297	2	V
1215_13000_3	EDO1	0.98	-	0.30	-	-	0	12,823	2	V
1215_13000_4	EDO1	4.39	-	0.30	-	-	0	57,403	2	V
1215_13000_6	EDO1	0.67	-	0.30	-	-	1,836	6,888	2	V
1215_13000_8.12	EDO1	4.66	-	0.30	-	-	0	60,835	2	V
1215_13000_9.11	EDO1	1.48	-	0.30	-	-	0	19,376	2	V
1215_13000_9.12	EDO1	0.54	-	0.30	-	-	0	7,117	2	V
1215_13002_12.16	R15	1.35	0.42	-	1	1	-	-	2	V
1215_13002_12.18	R15	1.82	0.42	-	1	2	-	-	2	V
1215_13003_8.11	R30	3.6	0.83	-	0	3	-	-	2	V
1215_13003_9	R30	1.13	0.83	-	0	1	-	-	2	V
1215_13005_29	R20	1.11	0.56	-	0	1	-	-	2	V
1215_13005_33.12	R20	2.06	0.56	-	1	1	-	-	2	V
1215_13005_48	R20	1.04	0.56	-	0	1	-	-	2	V
1215_13264.11_58.11	OG1	0.44	-	0.25	-	-	0	4,751	2	V
1215_13264.11_58.12	OG1	0.89	-	0.25	-	-	1,008	8,701	2	V
1215_13264.11_59	OG1	0.54	-	0.25	-	-	0	5,869	2	V
1215_13264.11_61.11	OG1	5.01	-	0.25	-	-	7,902	46,606	2	V
1215_13264.11_61.12	OG1	1.67	-	0.25	-	-	7,902	10,242	2	V
1215_13264.27_1.11	CC	0.44	-	0.20	-	-	0	3,811	2	V
1215_13264.27_2.11	CC	0.82	-	0.20	-	-	0	7,109	2	V
1215_13264.27_4	CC	4.05	-	0.20	-	-	27,902	7,410	2	V
1215_15000_1	CC	3.16	-	0.20	-	-	7,803	19,723	1	III
1215_15502_3.12	CC	8.99	-	0.20	-	-	0	78,301	1	III
1215_15502_3.13	CC	0.95	-	0.20	-	-	0	8,282	1	III
1215_15506_12.11	OG1	1.05	-	0.25	-	-	7,803	3,616	1	III
1215_15506_13	OG1	1.46	-	0.25	-	-	0	15,933	1	III
1215_15506_14	OG1	2.78	-	0.25	-	-	0	30,236	1	III
1215_15506_16	OG1	0.76	-	0.25	-	-	7,803	496	1	III
1215_15506_4	CC	0.52	-	0.20	-	-	1,560	2,968	1	III
1215_15506_8.11	CC	0.96	-	0.20	-	-	7,803	565	1	III
1215_15506_9	CC	3.39	-	0.20	-	-	0	29,517	1	III
1215_15519_53	R6	0.6	0.18	-	1	1	-	-	1	III
1215_15519_56	R6	0.76	0.18	-	1	2	-	-	1	III
1215_15567_30	CC	1.33	-	0.20	-	-	7,803	3,768	1	III
1215_15567_31	CC	0.92	-	0.20	-	-	7,803	202	1	III

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_15567_34	CC	2.52	-	0.20	-	-	7,803	14,123	1	III
1215_15567_35.13	CC	1.79	-	0.20	-	-	7,803	7,786	1	III
1215_15567_35.16	OG1	0.86	-	0.25	-	-	7,803	1,606	1	III
1215_15567_35.17	OG1	1.12	-	0.25	-	-	7,803	4,349	1	III
1215_15567_35.18	OG1	0.86	-	0.25	-	-	0	9,388	1	III
1215_15567_35.19	OG1	1.36	-	0.25	-	-	0	14,847	1	III
1215_15567_36.11	OG1	3.27	-	0.25	-	-	7,803	27,783	1	III
1215_15567_38	OG1	1.71	-	0.25	-	-	7,803	10,769	1	III
1215_15567_42	OG1	0.52	-	0.25	-	-	1,312	4,359	1	III
1215_15574_222.12	OG1	1.02	-	0.25	-	-	7,803	3,283	1	III
1215_15574_222.13	OG1	1.03	-	0.25	-	-	7,803	3,381	1	III
1215_15574_222.14	OG1	1.02	-	0.25	-	-	7,803	3,283	1	III
1215_15574_3	OG1	0.69	-	0.25	-	-	0	7,521	1	III
1215_16000_14.11	EDO3	4.96	-	0.35	-	-	7,804	67,849	1	III
1215_16000_15.11	EDO3	3.52	-	0.35	-	-	0	53,654	1	III
1215_16000_18	EDO3	0.32	-	0.35	-	-	1,008	3,877	1	III
1215_16000_19	EDO3	0.38	-	0.35	-	-	920	4,834	1	III
1215_16000_20	EDO3	0.42	-	0.35	-	-	1,152	5,195	1	III
1215_16000_3	EDO3	5.37	-	0.35	-	-	7,804	74,027	1	III
1215_16000_4	EDO3	3.24	-	0.35	-	-	1,229	48,104	1	III
1215_16000_6.11	EDO3	6.6	-	0.35	-	-	0	100,649	1	III
1215_16000_8.11	EDO3	1.11	-	0.35	-	-	1,151	15,732	1	III
1215_16001_1	EDO3	0.45	-	0.35	-	-	1,328	5,528	1	III
1215_16001_3.11	EDO3	6.66	-	0.35	-	-	7,804	93,682	1	III
1215_16002_1.11	EDO3	8.15	-	0.35	-	-	0	124,236	1	III
1215_16002_1.13	EDO3	1.29	-	0.35	-	-	0	19,619	1	III
1215_16002_10.12	EDO3	3.52	-	0.35	-	-	0	53,682	1	III
1215_16002_13	EDO3	0.95	-	0.35	-	-	7,804	6,751	1	III
1215_16002_14	EDO3	1.09	-	0.35	-	-	2,288	14,318	1	III
1215_16002_3	EDO3	0.77	-	0.35	-	-	1,044	10,766	1	III
1215_16002_4	EDO3	0.83	-	0.35	-	-	910	11,797	1	III
1215_16002_5	EDO3	0.99	-	0.35	-	-	7,804	7,276	1	III
1215_16002_9	EDO3	2.91	-	0.35	-	-	7,804	36,618	1	III
1215_16003_26	EDO3	2.66	-	0.35	-	-	0	40,618	1	III
1215_16004_53	EDO3	1.76	-	0.35	-	-	0	26,847	1	III
1215_17000_13.11	R12	8.49	0.33	-	6	12	-	-	1	III
1215_17000_216.11	R15	0.95	0.42	-	0	1	-	-	1	III
1215_17000_219.11	R15	1.26	0.42	-	1	1	-	-	1	III
1215_17000_225.11	R15	1.16	0.42	-	1	1	-	-	1	III
1215_17000_229.15	R15	1.7	0.42	-	1	2	-	-	1	III
1215_17000_28.111	H	0.41	-	0.35	-	-	0	6,292	1	III

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_17000_28.113	H	0.63	-	0.35	-	-	0	9,647	1	III
1215_17000_28.13	H	0.22	-	0.35	-	-	0	3,302	1	III
1215_17000_31	EDO3	2.56	-	0.35	-	-	2,508	36,509	1	III
1215_17000_7.11	EDO3	4.07	-	0.35	-	-	7,804	54,173	1	III
1215_17002_186	R15	2	0.42	-	1	2	-	-	1	III
1215_17002_195.11	R15	1.94	0.42	-	0	3	-	-	1	III
1215_17003_167.11	R15	1.16	0.42	-	1	1	-	-	1	III
1215_17006_152.11	R15	0.57	0.42	-	0	1	-	-	1	III
1215_17007_1.13	R15	0.67	0.42	-	0	1	-	-	1	III
1215_17007_2	R15	1.2	0.42	-	1	1	-	-	1	III
1215_17007_205	R15	1.16	0.42	-	1	1	-	-	1	III
1215_17007_206	R15	1.24	0.42	-	1	1	-	-	1	III
1215_17007_212.11	R15	4.76	0.42	-	1	7	-	-	1	III
1215_17007_4	R15	1.62	0.42	-	1	1	-	-	1	III
1215_17012_28.14	EDO3	0.64	-	0.35	-	-	0	9,754	1	III
1215_18001_13	R6	0.63	0.18	-	1	1	-	-	1	I
1215_18006_47	CN	0.15	-	0.20	-	-	0	1,340	1	I
1215_18006_48.11	CN	0.11	-	0.20	-	-	0	974	1	I
1215_18006_51	CN	0.16	-	0.20	-	-	0	1,431	1	I
1215_18030_1.13	R7	0.81	0.22	-	0	2	-	-	1	I
1215_18031_16.11	CN	0.13	-	0.20	-	-	1,152	9	1	I
1215_18031_2	CN	0.11	-	0.20	-	-	808	165	1	I
1215_18060_1	OG1	0.62	-	0.25	-	-	1,249	5,481	1	III
1215_18060_26	OG1	0.36	-	0.25	-	-	1,408	2,460	1	III
1215_18060_27	OG1	0.25	-	0.25	-	-	1,778	933	1	III
1215_18060_28	OG1	1.02	-	0.25	-	-	7,804	3,291	1	III
1215_18061_29	CN	0.19	-	0.20	-	-	1,560	115	1	III
1215_18061_45	CN	1.87	-	0.20	-	-	7,804	8,452	1	III
1215_18064_21	R7	0.83	0.22	-	1	1	-	-	1	III
1215_18066_1	OG1	0.27	-	0.25	-	-	1,560	1,370	1	III
1215_18066_2	OG1	0.24	-	0.25	-	-	1,464	1,157	1	III
1215_18066_48	OG1	6.45	-	0.25	-	-	7,804	62,465	1	III
1215_18066_49.11	OG1	0.29	-	0.25	-	-	816	2,309	1	III
1215_18066_52.11	OG1	0.55	-	0.25	-	-	0	6,040	1	III
1215_18072_1	CN	0.32	-	0.20	-	-	354	2,404	1	I
1215_18078_2.11	CN	0.19	-	0.20	-	-	919	709	1	I
1215_18078_85.11	CN	0.19	-	0.20	-	-	816	818	1	I
1215_18090_39.12	CN	0.21	-	0.20	-	-	1,028	784	1	I
1215_19000_12	EDO3	4.6	-	0.35	-	-	7,702	62,435	1	I
1215_19000_29	R40	3.84	1.11	-	0	2	-	-	1	I
1215_19000_9.11	EDO3	1.38	-	0.35	-	-	7,702	13,324	1	I

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_19012_149.11	CC	3.45	-	0.20	-	-	7,702	22,365	1	I
1215_19013_6.11	CC	0.85	-	0.20	-	-	0	7,362	1	I
1215_19015_1	R120	6.85	3.33	-	0	1	-	-	1	I
1215_19015_3	EDO1	3.37	-	0.30	-	-	7,702	36,383	1	I
1215_19015_5	EDO1	1.55	-	0.30	-	-	7,702	12,585	1	I
1215_19017_6.12	R6	0.36	0.18	-	0	1	-	-	1	I
1215_2000.22_39	OG5	0.19	-	0.25	-	-	2,004	28	3	VII
1215_2000.22_43	OG5	0.09	-	0.25	-	-	610	374	3	VII
1215_20000_60.11	R40	1.55	1.11	-	0	1	-	-	1	I
1215_20000_60.13	R40	2.47	1.11	-	0	1	-	-	1	I
1215_20000_64.11	R40	3.54	1.11	-	1	1	-	-	1	I
1215_20001_11	CN	0.46	-	0.20	-	-	950	3,023	1	I
1215_20001_12	CN	6.8	-	0.20	-	-	2,640	56,599	1	I
1215_20001_22.11	EDO1	1.6	-	0.30	-	-	7,702	13,181	1	I
1215_20001_24	EDO1	0.85	-	0.30	-	-	1,512	9,606	1	I
1215_20001_27.11	EDO1	0.97	-	0.30	-	-	7,702	4,913	1	I
1215_20001_28.11	EDO1	3.01	-	0.30	-	-	1,050	38,310	1	I
1215_20001_35.12	EDO1	0.6	-	0.30	-	-	7,702	139	1	I
1215_20001_6	CN	0.62	-	0.20	-	-	1,284	4,095	1	I
1215_20001_7	CN	1.22	-	0.20	-	-	1,684	8,906	1	I
1215_20001_8	CN	1.65	-	0.20	-	-	1,894	12,504	1	I
1215_20001_9	CN	1.86	-	0.20	-	-	7,702	8,515	1	I
1215_2062_628	R5	0.39	0.14	-	1	1	-	-	3	VII
1215_2080_66	R5	0.24	0.14	-	0	1	-	-	3	VII
1215_2083_1056	R5	0.21	0.14	-	0	1	-	-	3	VII
1215_2086_987.11	R5	0.68	0.14	-	1	2	-	-	3	VII
1215_21_301	R5	0.4	0.14	-	1	1	-	-	3	VII
1215_21000_15	EDO3	1.18	-	0.35	-	-	1,632	16,367	1	I
1215_21000_20.11	EDO3	1.5	-	0.35	-	-	0	22,800	1	I
1215_21000_20.12	EDO3	1.66	-	0.35	-	-	7,702	17,531	1	I
1215_21000_4.11	EDO3	2.32	-	0.35	-	-	3,352	32,063	1	I
1215_21001_5	EDO3	3.67	-	0.35	-	-	7,702	48,184	1	I
1215_21004_1	EDO3	2.03	-	0.35	-	-	0	30,917	2	V
1215_21004_13.11	R20	1.57	0.56	-	1	1	-	-	2	V
1215_21004_2	EDO3	5.05	-	0.35	-	-	7,902	69,109	2	V
1215_21004_3	EDO3	4	-	0.35	-	-	2,378	58,648	2	V
1215_21004_5	EDO3	2.37	-	0.35	-	-	844	35,358	2	V
1215_215_5	CN	1.75	-	0.20	-	-	8,000	7,227	3	VII
1215_2150_5.12	OG5	2.97	-	0.25	-	-	0	32,296	3	VII
1215_22000_23	CN	0.65	-	0.20	-	-	1,212	4,448	1	I
1215_22000_24	CN	1.42	-	0.20	-	-	592	11,759	1	I

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_22001_14	R40	2.59	1.11	-	0	1	-	-	1	I
1215_22001_19.11	R40	3.3	1.11	-	1	1	-	-	1	I
1215_22001_8	R40	1.86	1.11	-	0	1	-	-	1	I
1215_22100_1	CN	5.59	-	0.20	-	-	0	48,677	1	I
1215_22100_11	R20	2.28	0.56	-	0	3	-	-	1	I
1215_22100_9.12	R20	1.94	0.56	-	1	1	-	-	1	I
1215_22110_13	R20	2.54	0.56	-	1	2	-	-	1	I
1215_22110_17	R20	2.75	0.56	-	1	2	-	-	1	I
1215_23000_10.11	R120	16.66	3.33	-	0	3	-	-	1	I
1215_23001_1	CN	2.06	-	0.20	-	-	7,702	10,212	1	I
1215_23001_2	CN	2.22	-	0.20	-	-	7,702	11,656	1	I
1215_23001_6.11	CN	3.86	-	0.20	-	-	1,350	32,293	1	I
1215_23001_6.12	R120	9.81	3.33	-	0	2	-	-	1	I
1215_24000_27	CN	0.45	-	0.20	-	-	1,248	2,651	1	I
1215_24000_28	CN	0.93	-	0.20	-	-	7,702	377	1	I
1215_24000_31	CN	1.53	-	0.20	-	-	922	12,408	1	I
1215_24000_34.12	CN	0.97	-	0.20	-	-	2,112	6,357	1	I
1215_24000_47.11	CN	1.02	-	0.20	-	-	2,019	6,882	1	I
1215_24000_47.12	CN	0.76	-	0.20	-	-	1,457	5,138	1	I
1215_24001_10	CN	0.61	-	0.20	-	-	1,029	4,326	1	I
1215_24001_5	CN	1.37	-	0.20	-	-	1,872	10,089	1	I
1215_24001_7	CN	0.86	-	0.20	-	-	1,752	5,771	1	I
1215_24204_17	CN	1.19	-	0.20	-	-	1,012	9,392	1	I
1215_25000_22	EDO1	4.82	-	0.30	-	-	928	62,026	1	I
1215_25000_37	CN	0.31	-	0.20	-	-	1,060	1,681	1	I
1215_25000_38	CN	2	-	0.20	-	-	1,380	16,062	1	I
1215_25000_39	CN	0.53	-	0.20	-	-	1,871	2,760	1	I
1215_25000_41	CN	0.76	-	0.20	-	-	0	6,663	1	I
1215_25000_41.12	CN	1.84	-	0.20	-	-	0	16,005	1	I
1215_25000_42	CN	0.98	-	0.20	-	-	2,029	6,470	1	I
1215_25000_43	CN	0.74	-	0.20	-	-	4,014	2,446	1	I
1215_25000_47	CN	2.13	-	0.20	-	-	1,938	16,612	1	I
1215_25000_48	CN	1.39	-	0.20	-	-	1,802	10,304	1	I
1215_25000_49	CN	0.85	-	0.20	-	-	2,030	5,370	1	I
1215_25000_50	CN	1.99	-	0.20	-	-	2,810	14,486	1	I
1215_25000_51.11	R9	0.39	0.25	-	0	1	-	-	1	I
1215_25000_55	EDO1	0.98	-	0.30	-	-	1,508	11,293	1	I
1215_25000_58.11	EDO1	3.18	-	0.30	-	-	7,702	33,808	1	I
1215_25000_58.12	EDO1	2.21	-	0.30	-	-	942	27,891	1	I
1215_25000_62	EDO1	0.69	-	0.30	-	-	1,240	7,764	1	I
1215_25000_63	EDO1	0.47	-	0.30	-	-	975	5,103	1	I

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_25000_64.11	EDO1	3.56	-	0.30	-	-	2,440	44,017	1	I
1215_25000_64.12	EDO1	4.24	-	0.30	-	-	7,702	47,712	1	I
1215_25000_66	EDO1	2.22	-	0.30	-	-	7,702	21,284	1	I
1215_25000_79	EDO1	0.61	-	0.30	-	-	1,112	6,859	1	I
1215_25000_80	EDO1	0.61	-	0.30	-	-	1,810	6,098	1	I
1215_25000_81	EDO1	0.85	-	0.30	-	-	1,239	9,830	1	I
1215_26001_21.19	R9	0.67	0.25	-	1	1	-	-	1	I
1215_26001_21.21	R9	0.88	0.25	-	1	1	-	-	1	I
1215_26008_452.11	R30	2.53	0.83	-	1	1	-	-	1	I
1215_26009_39	R6	0.58	0.18	-	1	1	-	-	1	I
1215_26009_42	CN	0.43	-	0.20	-	-	752	2,960	1	I
1215_26009_43	CN	0.16	-	0.20	-	-	672	696	1	I
1215_26009_45.11	CN	0.2	-	0.20	-	-	1,080	689	1	I
1215_26009_46	CN	0.57	-	0.20	-	-	1,708	3,291	1	I
1215_26009_47.11	CN	0.44	-	0.20	-	-	1,962	1,876	1	I
1215_26009_47.12	CN	0.4	-	0.20	-	-	2,723	726	1	I
1215_26009_47.13	CN	0.31	-	0.20	-	-	2,493	184	1	I
1215_26009_48.11	CN	0.45	-	0.20	-	-	1,110	2,842	1	I
1215_26011_393.11	R15	0.75	0.42	-	0	1	-	-	1	I
1215_26015_249	R20	2.02	0.56	-	1	1	-	-	1	I
1215_26018_1	CN	0.35	-	0.20	-	-	0	3,010	1	I
1215_26018_10	CN	0.2	-	0.20	-	-	950	807	1	I
1215_26018_23	CN	0.58	-	0.20	-	-	2,131	2,914	1	I
1215_26018_24	R7	2.1	0.22	-	0	7	-	-	1	I
1215_26018_25	CN	0.69	-	0.20	-	-	1,175	4,824	1	I
1215_26018_27	CN	0.58	-	0.20	-	-	3,216	1,819	1	I
1215_26018_9	CN	0.11	-	0.20	-	-	702	247	1	I
1215_26019_1	CN	0.22	-	0.20	-	-	1,104	776	1	I
1215_26019_3	CN	0.11	-	0.20	-	-	744	181	1	I
1215_26020_1	CN	0.11	-	0.20	-	-	792	164	1	I
1215_26020_11.11	CN	0.11	-	0.20	-	-	870	103	1	I
1215_26020_13	CN	0.21	-	0.20	-	-	1,080	738	1	I
1215_26020_7.11	CN	0.27	-	0.20	-	-	0	2,339	1	I
1215_26021_87	CN	0.33	-	0.20	-	-	1,032	1,825	1	I
1215_26021_93	CN	0.11	-	0.20	-	-	934	67	1	I
1215_26021_99	CN	0.22	-	0.20	-	-	1,044	869	1	I
1215_26054_102	R7	0.77	0.22	-	1	1	-	-	1	I
1215_26055_160	R7	0.6	0.22	-	1	1	-	-	1	I
1215_26055_185	R7	0.55	0.22	-	0	1	-	-	1	I
1215_29_849	R5	0.43	0.14	-	1	1	-	-	3	VII
1215_3230_2.11	CN	1.19	-	0.20	-	-	0	10,378	2	IV

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_3230_2.14	CN	1.41	-	0.20	-	-	0	12,258	2	IV
1215_3230_21.11	R30	4.76	0.83	-	1	3	-	-	2	IV
1215_3230_21.13	R30	4.64	0.83	-	1	3	-	-	2	IV
1215_3230_21.14	R30	3.28	0.83	-	1	1	-	-	2	IV
1215_3230_3.12	R15	1.51	0.42	-	1	1	-	-	2	IV
1215_3230_30	R30	3.34	0.83	-	1	2	-	-	2	IV
1215_3230_35	R20	1.26	0.56	-	0	1	-	-	2	IV
1215_3230_36.14	R20	1.81	0.56	-	1	1	-	-	2	IV
1215_3230_38	R20	3.6	0.56	-	1	3	-	-	2	IV
1215_3230_39.11	EDO1	2.1	-	0.30	-	-	1,481	25,956	2	IV
1215_3230_40	EDO1	15.98	-	0.30	-	-	7,901	200,890	2	IV
1215_3230_41.11	EDO1	2.48	-	0.30	-	-	2,030	30,316	2	IV
1215_3230_41.12	EDO1	2.19	-	0.30	-	-	7,901	20,776	2	IV
1215_3230_42	EDO1	5.76	-	0.30	-	-	990	74,279	2	IV
1215_3231_17	EDO1	6.04	-	0.30	-	-	0	78,962	2	IV
1215_3231_31	R20	4.27	0.56	-	1	5	-	-	2	IV
1215_3231_6	EDO1	7.68	-	0.30	-	-	0	100,368	2	IV
1215_3231_7.11	EDO1	4.84	-	0.30	-	-	7,901	55,393	2	IV
1215_3231_7.12	EDO1	5.13	-	0.30	-	-	7,901	59,100	2	IV
1215_3231_8.12	EDO1	4.34	-	0.30	-	-	7,901	48,864	2	IV
1215_3231_9.12	EDO1	4.95	-	0.30	-	-	0	64,653	2	IV
1215_3234_1.11	CN	1.54	-	0.20	-	-	0	13,435	2	IV
1215_3234_4.015	OG5	1.77	-	0.25	-	-	0	19,258	2	IV
1215_3234_4.016	OG5	3.37	-	0.25	-	-	7,901	28,772	2	IV
1215_3234_4.026	OG5	2.4	-	0.25	-	-	0	26,095	2	IV
1215_3234_4.028	OG5	6.61	-	0.25	-	-	0	72,007	2	IV
1215_3235_3	OG2	2.87	-	0.25	-	-	0	31,292	2	IV
1215_3235_4	CN	0.44	-	0.20	-	-	1,362	2,511	2	IV
1215_3235_5	CN	0.54	-	0.20	-	-	1,109	3,618	2	IV
1215_3235_6	CN	0.2	-	0.20	-	-	1,056	689	2	IV
1215_3236.24_25.12	R20	4.7	0.56	-	1	5	-	-	2	IV
1215_3236.24_27	R20	6.67	0.56	-	1	7	-	-	2	IV
1215_3236_14	CN	6.46	-	0.20	-	-	0	56,279	2	IV
1215_36_12	CN	0.11	-	0.20	-	-	940	29	3	VII
1215_4000.12_13.11	CC	0.28	-	0.20	-	-	1,370	1,026	2	VI
1215_4000.17_12	R6	0.52	0.18	-	1	1	-	-	2	VI
1215_4000.17_23	R6	0.55	0.18	-	1	1	-	-	2	VI
1215_4000.27_12	R6	0.56	0.18	-	1	1	-	-	2	VI
1215_4000.27_13	R6	0.73	0.18	-	1	2	-	-	2	VI
1215_4000.27_14	R6	0.59	0.18	-	1	1	-	-	2	VI
1215_4001_11.11	CC	0.38	-	0.20	-	-	396	2,922	2	VI

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_4001_4.11	CC	0.36	-	0.20	-	-	0	3,161	2	VI
1215_4002_21.11	CC	0.52	-	0.20	-	-	1,760	2,801	2	VI
1215_4002_29.11	CC	0.63	-	0.20	-	-	0	5,527	2	VI
1215_4002_32.12	CC	0.15	-	0.20	-	-	984	285	2	VI
1215_4003_13	R6	0.52	0.18	-	1	1	-	-	2	VI
1215_4003_145	R6	0.49	0.18	-	1	1	-	-	2	VI
1215_4003_147	R6	0.5	0.18	-	1	1	-	-	2	VI
1215_4003_7	R6	0.52	0.18	-	1	1	-	-	2	VI
1215_4003_8	R6	0.76	0.18	-	1	2	-	-	2	VI
1215_4185_1	CR	6.36	-	0.20	-	-	7,904	47,469	2	VI
1215_4185_19.11	R6	1.63	0.18	-	1	5	-	-	2	VI
1215_4185_2.11	CR	9.1	-	0.20	-	-	7,904	71,354	2	VI
1215_4185_2.12	CR	0.48	-	0.20	-	-	0	4,207	2	VI
1215_4185_20.12	R6	0.29	0.18	-	0	1	-	-	2	VI
1215_4185_7	CR	1.21	-	0.20	-	-	0	10,540	2	VI
1215_4185_9.11	CR	31.93	-	0.20	-	-	0	278,153	2	VI
1215_4186.11_2.11	CC	2.29	-	0.20	-	-	7,904	12,009	2	VI
1215_4186.11_3	CC	2.62	-	0.20	-	-	1,284	21,517	2	VI
1215_4186.11_4.11	CC	1.89	-	0.20	-	-	7,904	8,569	2	VI
1215_4186.11_7	CC	0.56	-	0.20	-	-	0	4,901	2	VI
1215_4186_2	CC	1.52	-	0.20	-	-	7,904	5,342	2	VI
1215_4186_4	CC	1.42	-	0.20	-	-	7,904	4,497	2	VI
1215_4187_10	EDO1	1.12	-	0.30	-	-	7,904	6,671	2	VI
1215_4187_3.11	OG1	1.61	-	0.25	-	-	1,321	16,210	2	VI
1215_4187_7	EDO1	0.21	-	0.30	-	-	1,300	1,457	2	VI
1215_4187_8.14	R7	2.36	0.22	-	1	7	-	-	2	VI
1215_4230_10	EDO1	0.83	-	0.30	-	-	866	9,975	2	IV
1215_4230_11.11	EDO1	4.47	-	0.30	-	-	7,901	50,554	2	IV
1215_4230_13.11	EDO1	6.71	-	0.30	-	-	0	87,687	2	IV
1215_4230_14.11	EDO1	2.03	-	0.30	-	-	0	26,500	2	IV
1215_4230_16.11	EDO1	2.97	-	0.30	-	-	0	38,832	2	IV
1215_4230_19	EDO1	0.44	-	0.30	-	-	2,398	3,412	2	IV
1215_4230_2	EDO1	0.44	-	0.30	-	-	0	5,742	2	IV
1215_4230_20	EDO1	1	-	0.30	-	-	484	12,632	2	IV
1215_4230_21	EDO1	0.82	-	0.30	-	-	7,901	2,813	2	IV
1215_4230_22.11	EDO1	0.37	-	0.30	-	-	726	4,067	2	IV
1215_4230_3	EDO1	3.66	-	0.30	-	-	7,901	39,953	2	IV
1215_4230_5	EDO1	1.43	-	0.30	-	-	1,724	17,002	2	IV
1215_4230_6	EDO1	12.72	-	0.30	-	-	1,024	165,143	2	IV
1215_4230_9	EDO1	0.75	-	0.30	-	-	390	9,373	2	IV
1215_43_632.11	R5	0.38	0.14	-	1	1	-	-	3	VII

PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_44_453	R5	0.19	0.14	-	0	1	-	-	3	VII
1215_49_8	R5	1.53	0.14	-	0	8	-	-	3	VII
1215_5000.11_54.13	CN	0.35	-	0.20	-	-	0	3,006	2	VI
1215_5000.11_54.14	CN	0.26	-	0.20	-	-	0	2,308	2	VI
1215_5000.11_54.16	CN	0.34	-	0.20	-	-	0	2,940	2	VI
1215_5000.11_54.18	CN	2.42	-	0.20	-	-	0	21,055	2	VI
1215_5000.11_55	CN	0.45	-	0.20	-	-	0	3,924	2	VI
1215_5000_12.11	CR	2.95	-	0.20	-	-	0	25,695	2	VI
1215_5000_12.23	CR	0.47	-	0.20	-	-	0	4,081	2	VI
1215_5000_14	EDO3	2.58	-	0.35	-	-	1,603	37,755	2	VI
1215_5000_16	EDO3	0.19	-	0.35	-	-	0	2,830	2	VI
1215_5000_17	EDO3	4.21	-	0.35	-	-	0	64,232	2	VI
1215_5000_2.12	CR	7.47	-	0.20	-	-	14,000	51,079	2	VI
1215_5000_20	R20	7.66	0.56	-	0	10	-	-	2	VI
1215_5000_22	R20	1.57	0.56	-	1	1	-	-	2	VI
1215_5000_25	EDO3	0.11	-	0.35	-	-	0	1,693	2	VI
1215_5000_3	CR	23.02	-	0.20	-	-	0	200,557	2	VI
1215_5000_6.11	CR	4.24	-	0.20	-	-	0	36,943	2	VI
1215_5000_6.12	CR	0.34	-	0.20	-	-	0	2,948	2	VI
1215_5000_9.11	CR	21.27	-	0.20	-	-	0	185,331	2	VI
1215_5003_44	EDO3	5.46	-	0.35	-	-	0	83,258	2	VI
1215_6302_1.11	EDO3	0.97	-	0.35	-	-	0	14,747	2	VI
1215_6302_6.11	EDO3	1.04	-	0.35	-	-	472	15,325	2	VI
1215_6302_7	EDO3	1.14	-	0.35	-	-	0	17,310	2	VI
1215_6303_1	EDO3	0.9	-	0.35	-	-	7,801	5,926	1	II
1215_6303_2.11	EDO3	4.14	-	0.35	-	-	1,152	61,913	1	II
1215_7000_2.11	EDO3	2.65	-	0.35	-	-	7,801	32,667	1	II
1215_7000_4.12	EDO3	14.66	-	0.35	-	-	7,801	215,684	1	II
1215_8000_13	CN	0.24	-	0.20	-	-	1,098	993	1	II
1215_8001_2	CN	0.45	-	0.20	-	-	0	3,921	1	II
1215_8002_13	CN	0.95	-	0.20	-	-	0	8,318	1	II
1215_8002_3	CN	0.16	-	0.20	-	-	1,156	249	1	II
1215_8002_4	CN	0.35	-	0.20	-	-	1,000	2,062	1	II
1215_8002_5	CN	0.34	-	0.20	-	-	890	2,105	1	II
1215_8002_6.11	CN	0.3	-	0.20	-	-	1,211	1,439	1	II
1215_8002_6.12	CN	0.28	-	0.20	-	-	0	2,422	1	II
1215_8002_8	CN	0.16	-	0.20	-	-	1,170	263	1	II
1215_8002_9	CN	0.26	-	0.20	-	-	1,080	1,202	1	II
1215_8003_12.11	CN	1.15	-	0.20	-	-	7,801	2,207	1	II
1215_8003_16	CN	1.14	-	0.20	-	-	7,801	2,098	1	II
1215_8003_17	CN	0.34	-	0.20	-	-	567	2,416	1	II

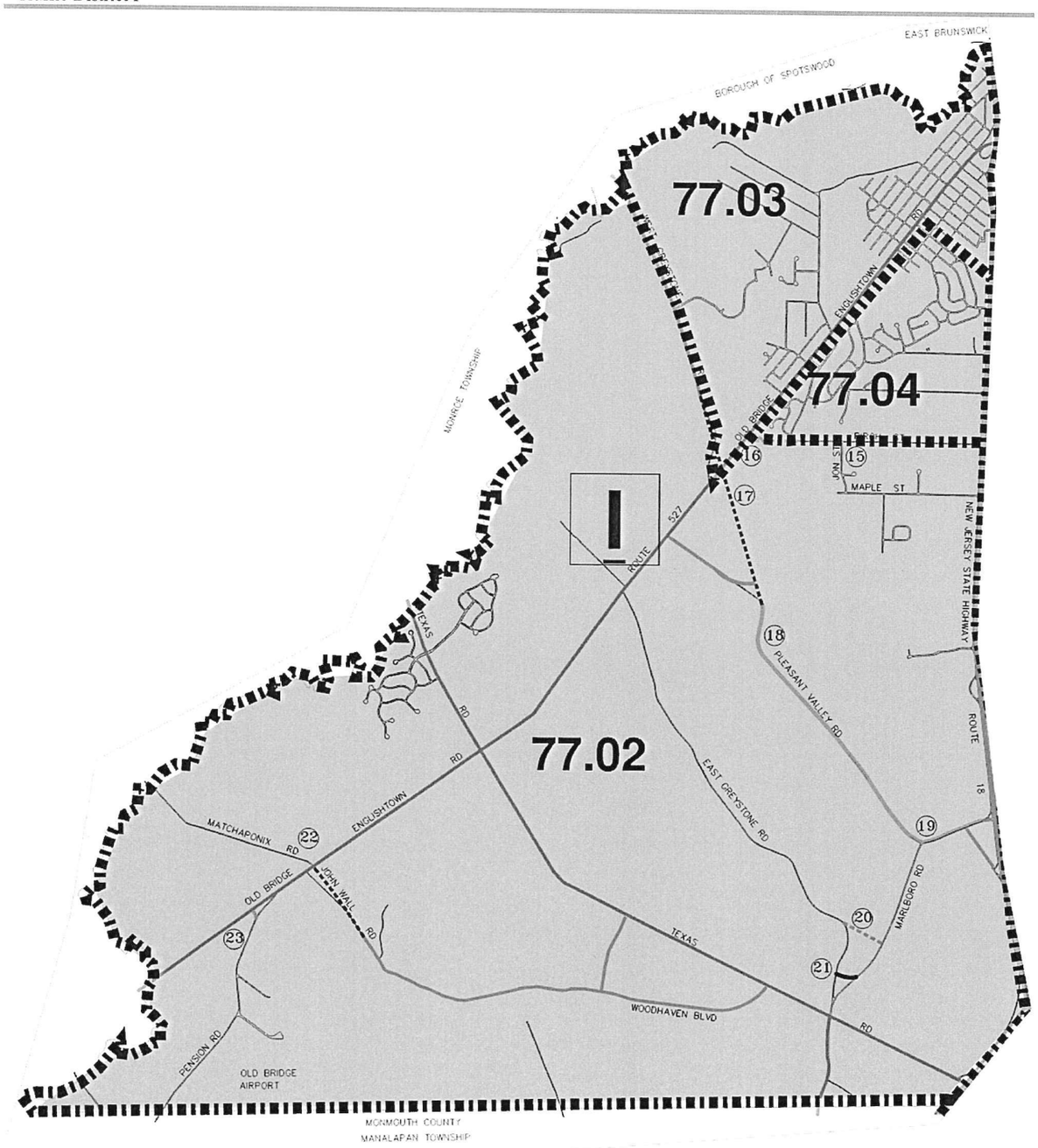
PAMS_PIN	ZONE	NET AC	MIN AC	MAX FAR	DUs	ZBO DUs	SF	ZBO SF	CAD	TD
1215_8005_10	EDO1	1	-	0.30	-	-	7,801	5,223	1	II
1215_8005_11.11	EDO1	3.6	-	0.30	-	-	7,801	39,242	1	II
1215_8005_12	EDO1	1.48	-	0.30	-	-	0	19,393	1	II
1215_8005_13	EDO1	1.05	-	0.30	-	-	7,801	5,898	1	II
1215_8005_4.11	EDO3	2.25	-	0.35	-	-	7,801	26,447	1	II
1215_8005_9.11	EDO1	5.56	-	0.30	-	-	7,801	64,830	1	II
1215_9000_10.11	CC	1.77	-	0.20	-	-	7,801	7,586	1	II
1215_9000_14	CC	1.6	-	0.20	-	-	7,801	6,173	1	II
1215_9000_16.13	CC	2.95	-	0.20	-	-	7,801	17,929	1	II
1215_9000_24	OG2	0.75	-	0.25	-	-	7,801	342	1	II
1215_9000_25	OG2	0.89	-	0.25	-	-	1,240	8,417	1	II
1215_9000_28	OG2	1.74	-	0.25	-	-	7,801	11,127	1	II
1215_9000_4	CC	7.07	-	0.20	-	-	7,801	53,790	1	II
1215_9000_44.11	CC	4.1	-	0.20	-	-	7,801	27,895	1	II
1215_9000_5	CC	1.14	-	0.20	-	-	0	9,948	1	II
1215_9000_8	EDO1	16.24	-	0.30	-	-	7,801	204,367	1	II
1215_9001_80	EDO1	0.53	-	0.30	-	-	0	6,895	1	II
Total Number					120	350	1,029,824	7,491,271		

APPENDIX 9. TOWN CENTRE DISTRICT (TCD) ZONING BUILD-OUT (ZBO) ANALYSIS

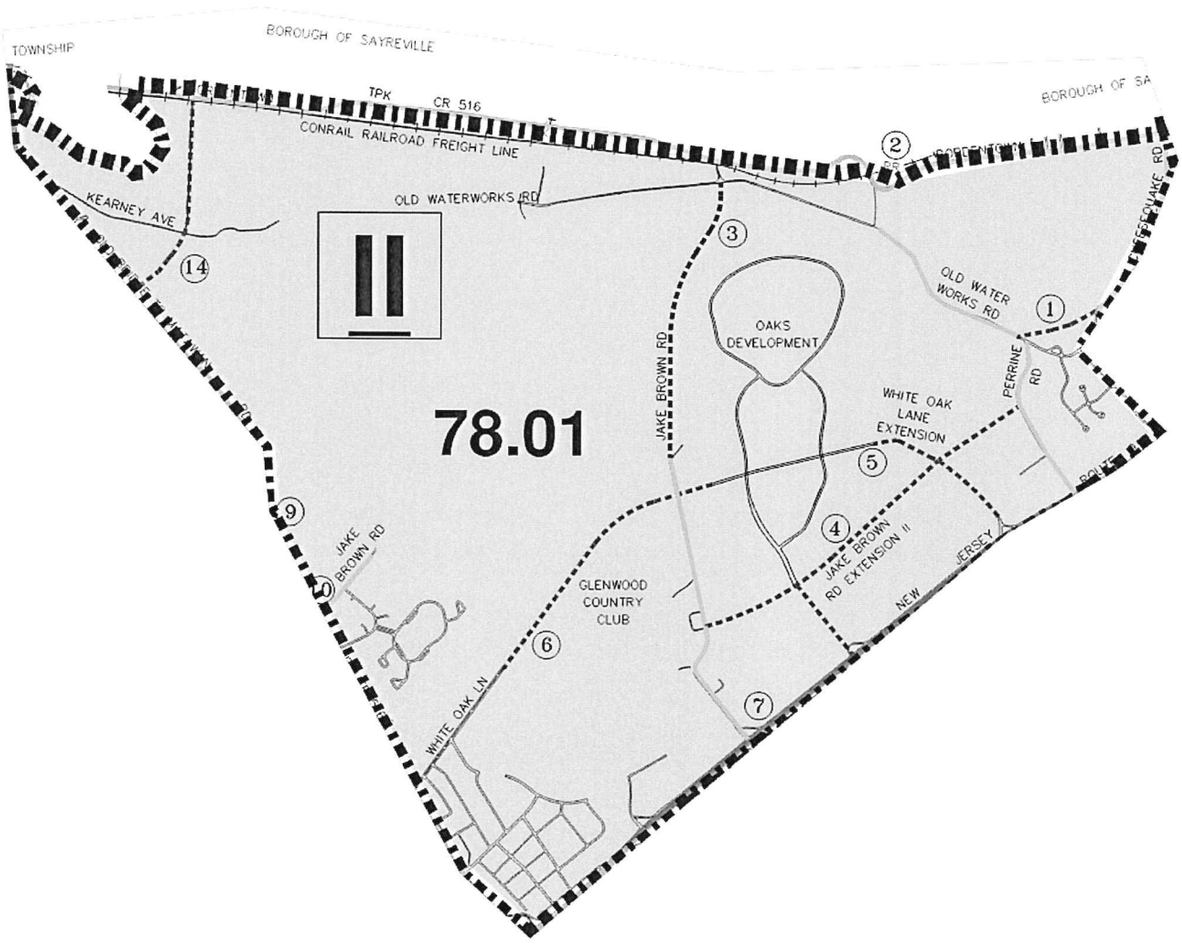
PAMS_PIN (TD IV)	TCD ZONE	GROSS AC	MIN AC	MAX FAR	DUs	SF	ZBO DUs	ZBO SF	CAD	TD
1215_10252_10	ARC 2	93.270	1.84	-	0	-	37	-	2	IV
1215_10252_23	3C	11.020	0.34	-	0	-	23	-	2	IV
1215_10252_24	3C	11.240	0.34	-	0	-	23	-	2	IV
1215_10252.16_15	ARC 2	6.230	1.84	-	0	-	1	-	2	IV
1215_10252.24_16.11	1B	0.930	-	35%	1	1,788	-	12,391	2	IV
1215_10252.24_16.12	1B	4.440	-	35%	-	1,674	-	66,018	2	IV
1215_10252.24_17.11	1A	2.500	-	35%	-	1,462	-	36,653	2	IV
1215_10252.24_17.12	3B	1.000	0.34	-	1	-	1	-	2	IV
TOTAL ZBO (TD IV)							85	115,062		
1215_14263_11	2	12.560	-	35%	-	1,713	-	189,777	2	V
1215_14263_12	1B	0.950	-	35%	-	2,329	-	12,155	2	V
1215_14263_13	1B	1.130	-	35%	-	2,500	-	14,728	2	V
1215_14264_1	R40	3.265	0.92	-	0	-	1	-	2	V
1215_14265_4	3A	8.450	0.34	-	0	-	17	-	2	V
1215_14267_7.11	R40	23.380	0.92	-	0	-	18	-	2	V
TOTAL ZBO (TD V)							36	216,659		
1215_10000_1	1B	2.730	-	35%	-	0	-	41,622	2	VI
1215_10259.18_30	R15	2.320	0.34	-	0	-	4	-	2	VI
TOTAL ZBO (TD VI)							4	41,622		

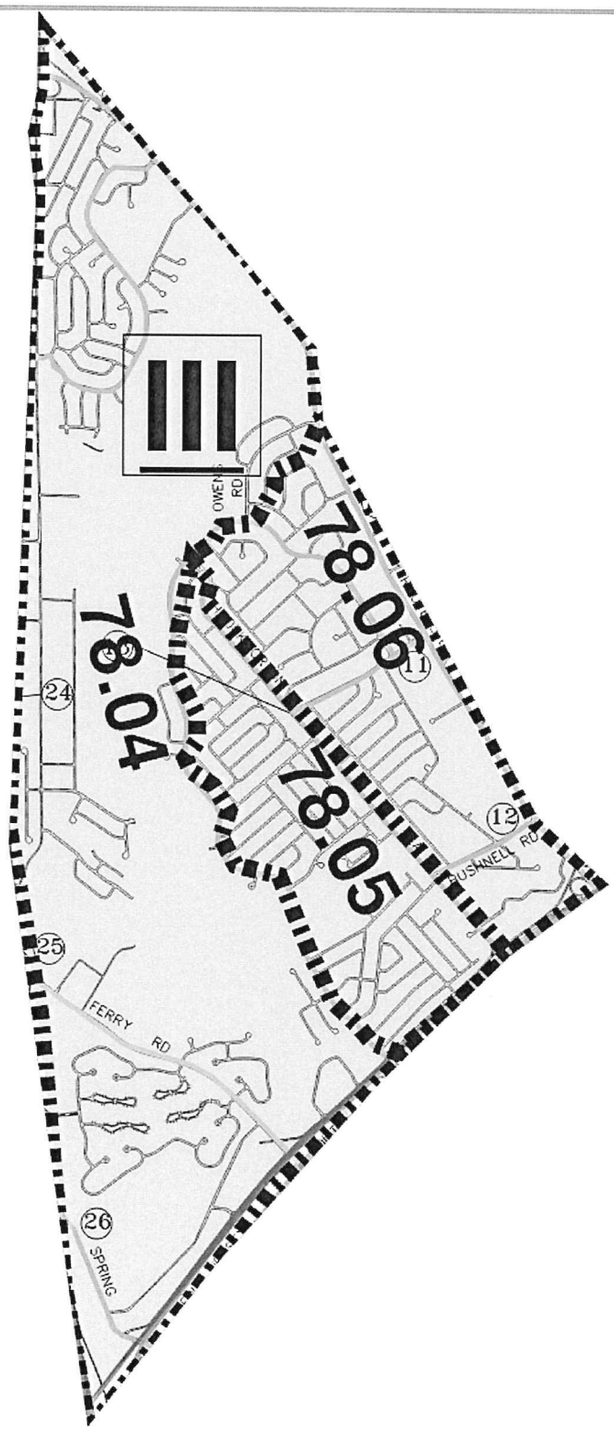
APPENDIX 10. SUGGESTED YEAR 2040 TRAFFIC IMPROVEMENTS BY DISTRICT

Traffic District I

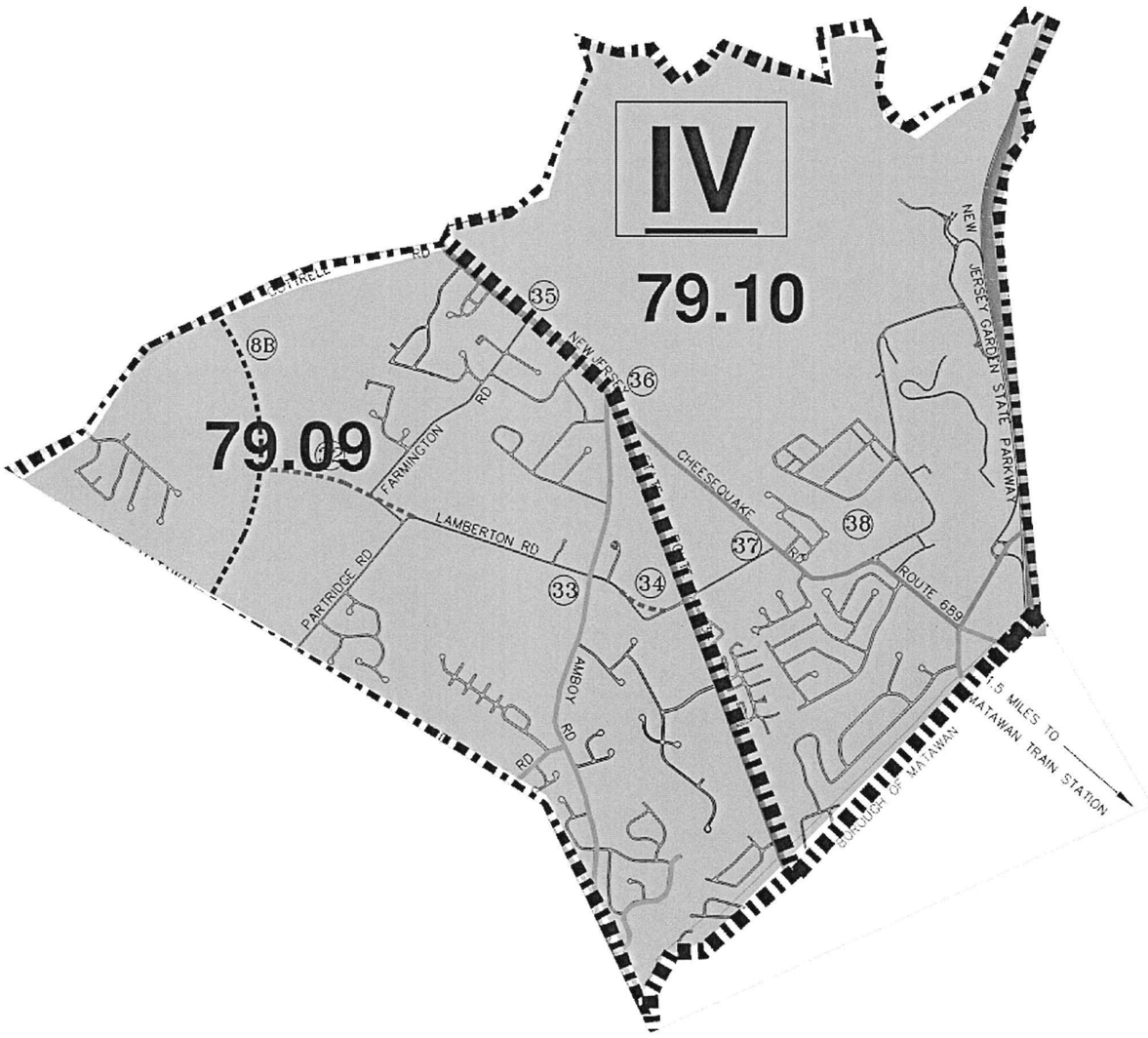


Traffic District II

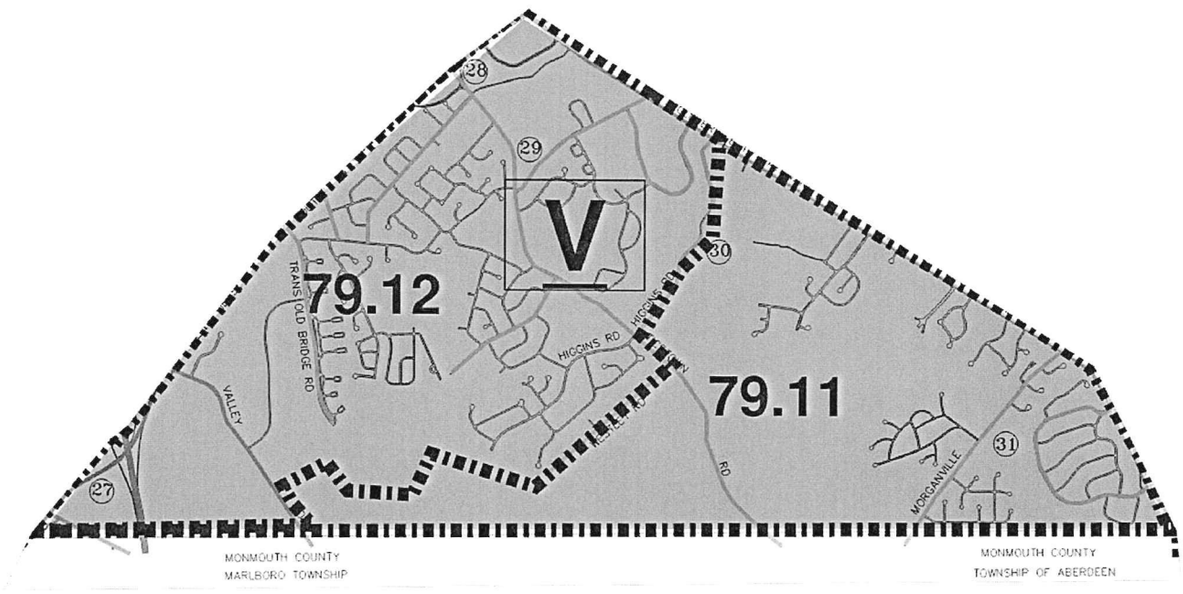


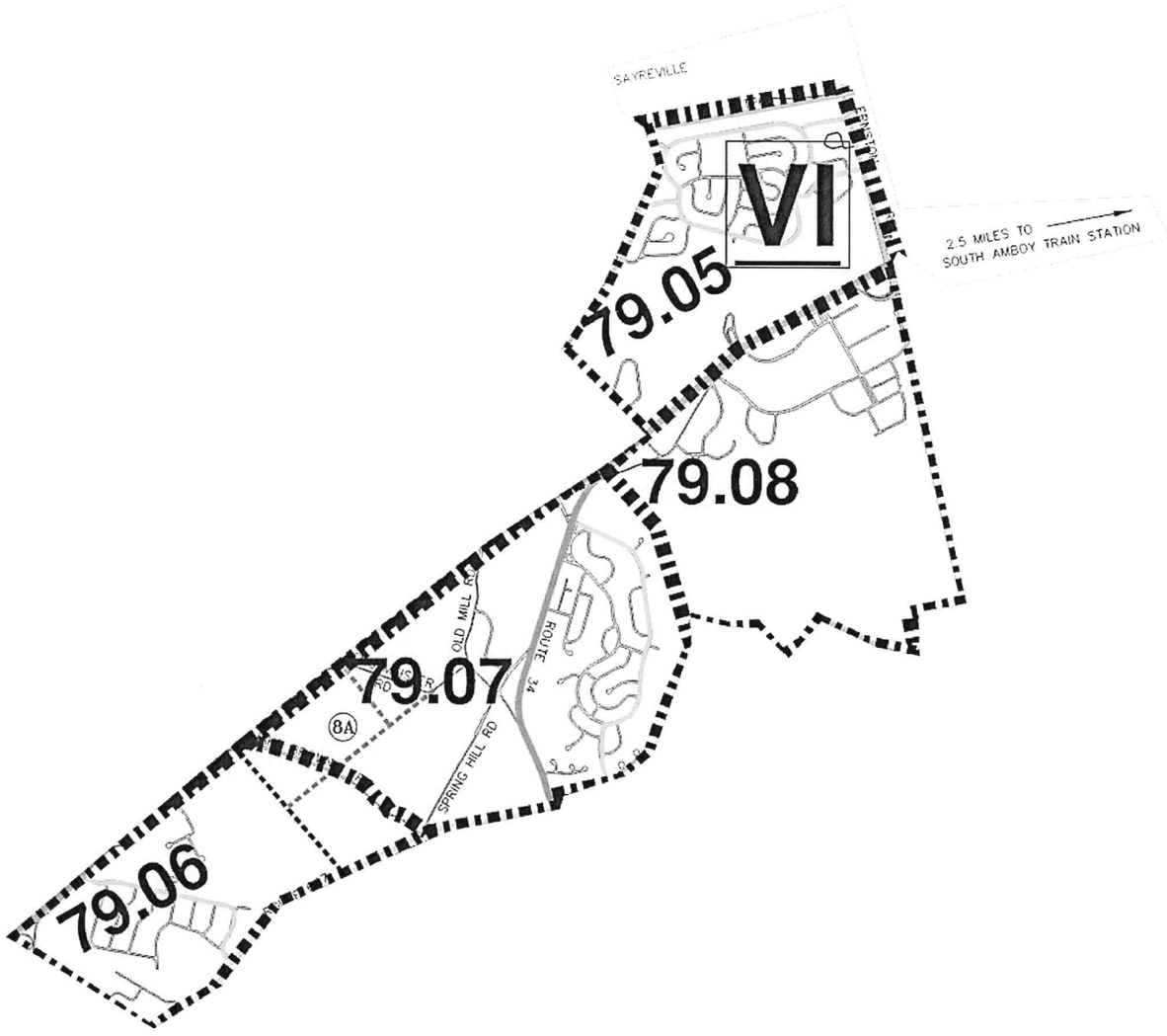

III
78.07
78.06
78.04
78.05
OWEN RD
24
11
12
BUSHNELL RD
25
FERRY RD
26
SPRING

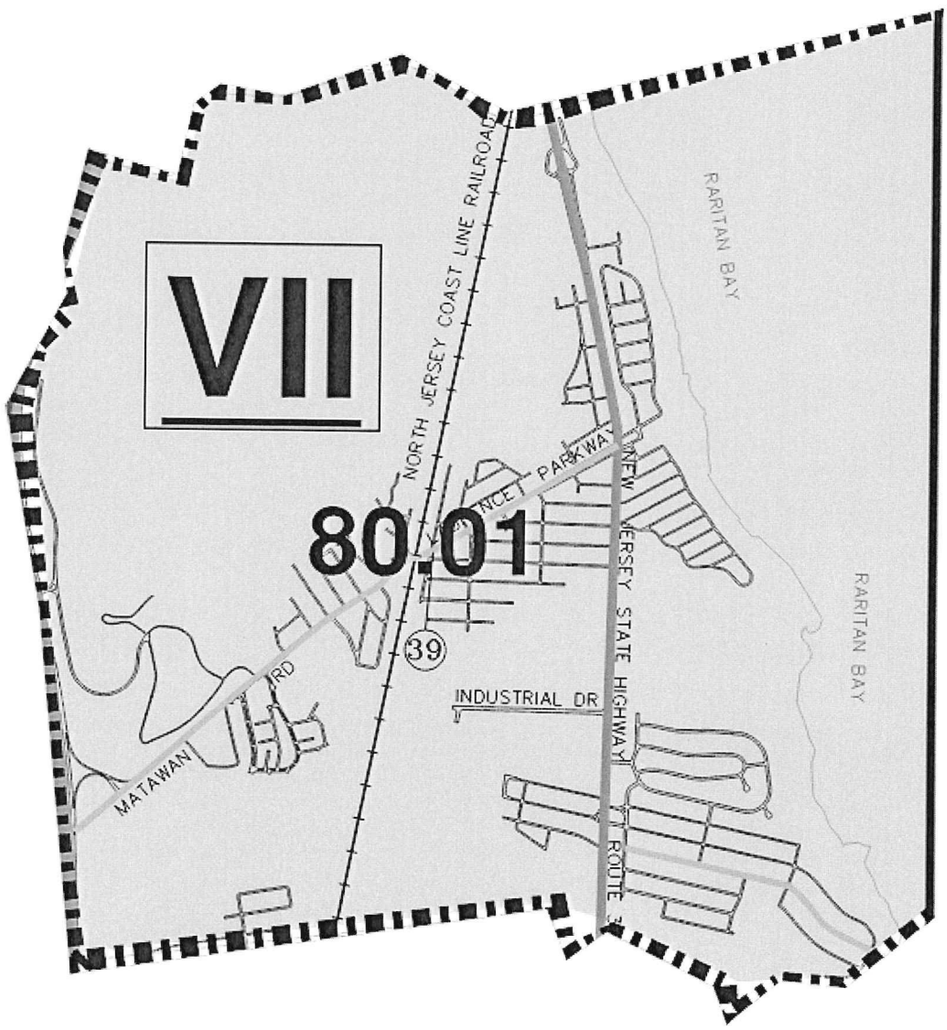
Traffic District IV



Traffic District V




SAYREVILLE
VI
2.5 MILES TO
SOUTH AMBOY TRAIN STATION
79.05
79.08
79.07
79.06
OLD MILL RD
ROUTE 34
SPRING HILL RD
8A


VII
80.01
NORTH JERSEY COAST LINE RAILROAD
PARKWAY
NEW JERSEY STATE HIGHWAY
ROUTE
RARITAN BAY
RARITAN BAY
INDUSTRIAL DR
MATAWAN
RD
39

APPENDIX 11. TRANSPORTATION PRO-RATA CALCULATION WORKSHEETS

TRANSPORATION PRO-RATA CALCULATION
ALLOCATION DISTRICT 1

PROJECT NAME:_____ BUILDING S.F. _____ (Commercial Only)

BLOCK: _____ LOTS:_____ PROPERTY AREA -S.F.:_____

ZONE: _____ APPLICATION #:_____ PROPERTY AREA -AC.:_____

TYPE OF APPLICATION:_____

AM PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# **1**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST **$39,379,000**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT **11,805 Vehicles**
(District 1-AM PEAK HOUR)

PRO RATA CALCULATION (AM PEAK HOUR TRIPS) x $39,379,000 = $_____
11,805

PM PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# **1**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST **$39,379,000**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT **18,535 Vehicles**
(District 1-PM PEAK HOUR)

PRO RATA CALCULATION (PM PEAK HOUR TRIPS) x $39,379,000 = $_____
18,535

SATURDAY PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# **1**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST **$39,379,000**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT **20,471 Vehicles**
(District 1-SAT. PEAK HOUR)

PRO RATA CALCULATION (SAT. PEAK HOUR TRIPS) x $39,379,000 = $_____
20,471

TRANSPORATION PRO-RATA CALCULATION
ALLOCATION DISTRICT 2

PROJECT NAME:_____ BUILDING S.F. _____ (Commercial Only)

BLOCK: _____ LOTS:_____ PROPERTY AREA -S.F.:_____

ZONE: _____ APPLICATION #:_____ PROPERTY AREA -AC.:_____

TYPE OF APPLICATION:_____

AM PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# **2**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST **$19,820,500**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT **7,572 Vehicles**
(District 2-AM PEAK HOUR)

PRO RATA CALCULATION (AM PEAK HOUR TRIPS) x $19,820,500 = $_____
7,572

PM PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# **2**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST **$19,820,500**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT **12,311 Vehicles**
(District 2-PM PEAK HOUR)

PRO RATA CALCULATION (PM PEAK HOUR TRIPS) x $19,820,500 = $_____
12,311

SATURDAY PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# **2**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST **$19,820,500**
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT **13,233 Vehicles**
(District 2-SAT. PEAK HOUR)

PRO RATA CALCULATION (SAT. PEAK HOUR TRIPS) x $19,820,500 = $_____
13,233

TRANSPORATION PRO-RATA CALCULATION
ALLOCATION DISTRICT 3

PROJECT NAME:_____ BUILDING S.F. _____ (Commercial Only)

BLOCK: _____ LOTS:_____ PROPERTY AREA -S.F.:_____

ZONE: _____ APPLICATION #:_____ PROPERTY AREA -AC.:_____

TYPE OF APPLICATION:_____

AM PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# 3
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST $250.000
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT 622 Vehicles
(District 3-AM PEAK HOUR)

PRO RATA CALCULATION (AM PEAK HOUR TRIPS) / 622 x $250,000 = $_____

PM PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# 3
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST $250.000
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT 913 Vehicles
(District 3-PM PEAK HOUR)

PRO RATA CALCULATION (PM PEAK HOUR TRIPS) / 913 x $250,000 = $_____

SATURDAY PEAK HOUR TRIPS
(Application Traffic Study) _____

ALLOCATION DISTRICT# 3
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023))

DISTRICT COST $250.000
(Off-Site Traffic Pro-Rata Share Analysis Report (June 2023) Page 27)

ZONING BUILDOUT 999 Vehicles
(District 3-SAT. PEAK HOUR)

PRO RATA CALCULATION (SAT. PEAK HOUR TRIPS) / 999 x $250,000 = $_____