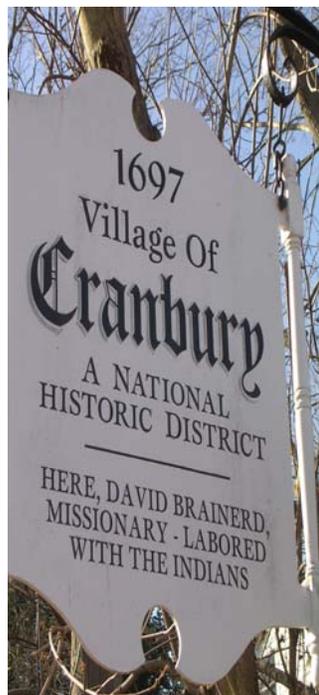


RELATIONSHIP TO PLANS OF OTHER JURISDICTIONAL AGENCIES



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XIII. RELATIONSHIP TO PLANS OF OTHER JURISDICTIONAL AGENCIES

A. Introduction

This section includes a specific policy statement indicating the relationship of the proposed development of the Township as developed in the Master Plan to: (1) the master plans of contiguous municipalities; (2) the master plan of the county in which the Township is located; (3) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c. 398 (C. 52:18A-196 et al.); and the district solid waste management plan required pursuant to the provisions of the "Solid Waste Management Act," P.L. 1970, c. 39 (C. 13:1E-1 et seq.) of the county in which the Township is located.

B. Master Plans of Contiguous Municipalities

In addition to achieving compatibility with the larger regional framework, it is desirable that local plans also take into consideration those of adjoining municipalities. By reviewing their existing land use patterns and policies, Plainsboro can seek to achieve compatibility of land uses across municipal boundaries -- using buffer or transitional areas where needed -- determine appropriate zone boundaries, and identify any environmental concerns that may need to be addressed on an intergovernmental level.

The adjoining municipalities to Plainsboro have varying degrees of influence as determined from their land use development. The most intensive use is in the Route 1 corridor from South Brunswick and West Windsor that is primarily attributed to Route 1 access. Corporate offices and research oriented facilities are generally found in these neighboring areas in this corridor. Also, Princeton Township and Princeton University, through the Forrestal Development, contribute to the developing influences along the Route 1 corridor.

Those municipalities east of the AMTRAK line and adjoining Plainsboro - South Brunswick, Cranbury, East Windsor and West Windsor - have primarily agricultural and low density land uses. Thus minimal development influences are anticipated for the near-term future.

1. South Brunswick

The area from Carnegie Lake to a point 1,500 feet west of Route 1 is zoned for single-family cluster development on minimum 20,000 square foot lots with 30% of the total tract devoted to open space. From that point to approximately one mile east of Route 1, the land is zoned OR Office-Research, which also permits hotels and commercial development. In Plainsboro, the adjoining land has been placed into the PMUD zone which is compatible with both South Brunswick zones.

Continuing eastward along Perrine Road which forms the inter-municipal boundary as far as Dey Road in Cranbury, the land in South Brunswick is zoned OCH Office/Computer Headquarters, R-2 single-family cluster residential on minimum 15,000 square foot lots with 25% of the total tract

devoted to open space, and Rural Residential which requires three (3) acre and two (2) acre minimum lots per dwelling unit. The OCH zone permits executive offices, corporate headquarters and campus development. All of these lands are characterized by poor soils, interspersed with on-going farm operations. The Plainsboro land use plan recommends that the adjoining areas be placed into R-200 and R-350 low density residential classifications. Both proposed types of uses are compatible with those proposed in South Brunswick, possibly requiring appropriate setbacks along the district boundary.

2. Cranbury Township

In Cranbury, the lands adjacent to Petty Road are planned for light impact residential use at one dwelling unit per three (3) acres of land, while those adjacent to Cedar Brook are recommended for agricultural preservation, permitting residential development at a density of six (6) acres per dwelling unit. The adjoining lands in Plainsboro are part of the Linpro Company's planned development which, when fully completed, will provide single-family homes along Petty Road and garden apartments along the Brook. The agricultural lands in Cranbury will be protected by the open space buffer along Cedar Brook which is a part of the approved Linpro development plan.

The remaining land in Cranbury that is adjacent to Plainsboro is separated from lands in Plainsboro by George Davison Road and John White Road. Both Townships propose to preserve farmlands on both sides of that boundary.

3. East Windsor

Plainsboro and East Windsor have only approximately 2,000 feet of common boundary which runs through the floodplain of the Millstone River. In East Windsor, the land is planned for public, conservation and recreation uses, while on the Plainsboro side of the line, the land is proposed to remain in agricultural use.

4. West Windsor

The municipal boundary between Plainsboro and West Windsor continues along the Millstone River which, with its trees and floodplains, provides a substantial buffer between the two communities. The adjoining land uses are fully compatible. From the East Windsor boundary to the railroad, the West Windsor land is zoned for residential use at one dwelling unit per one acre with a cluster option. In Plainsboro, the permitted use is one unit per 6 acres in the R-100 and R-150 zones. The remaining land in West Windsor from the railroad to the D&R Canal is zoned in three classifications: Research, Office, Manufacturing ROM-1; Special Education (Princeton University); and R-2 low density residential. In Plainsboro, permitted uses are the Fountain Oaks planned residential development in the R-90 zone, the I-100 zone containing FMC and Firmenich, and the small Service Residential zone west of Route 1.

5. Princeton Township

The boundary between Plainsboro and Princeton Township runs along Carnegie Lake and the D&R Canal, both of which provide a substantial buffer between adjoining land uses, which is not even crossed by roads. This buffer is further enhanced by the D&R Canal Commission's park system along the canal. In any event, the proposed uses on the Plainsboro side of these natural buffers would be compatible with those in Princeton Township even if they were directly contiguous to one another. Zoning in Princeton Township includes an E-1 Educational and Multi-Family Residential District and R-5 Residential District with minimum ½ acre lots.

C. Compatibility with Local and County Master Plans and the State Development and Redevelopment Plan

The Plainsboro Master Plan achieves a land use pattern that is fully compatible with planned land uses in adjoining municipalities and with the planning objectives and the broad development guidelines of the County Master Plan and the State Development and Redevelopment Plan.

D. District Solid Waste Management Plan

The Master Plan is consistent with the county solid waste management plan in that the Township has a viable recycling program and requires the hauling of trash to approved county landfills.

E. Implementing the Land Use Plan

The implementation of this Plan requires its adoption by the Planning Board, followed by the preparation of land development ordinance revisions and their adoption by the Township Committee.

F. Summary of Planning Issues

The above analysis has identified a series of land use, environmental, and transportation planning issues ranging from regional concerns to very specific local ones. All of these, which will have to be addressed in the Master Plan, are broadly summarized below:

ISSUE

PLAN IMPLICATION

State Development and Redevelopment Plan

To be consistent with the State Development Plan, Plainsboro's existing Rural Zones should remain in agricultural use, the Route 1 corridor should remain the most intensively used, and a limited growth policy should be applied to the remainder of the Township.

Middlesex County Master Plan

The County Land Use Plan is in agreement with the State Development Plan. The County's more detailed year 2000 land use projections indicate that land in the vicinity of Devil's Brook will probably remain undeveloped because of environmental constraints.

Land Use Policies in Adjoining Municipalities

In South Brunswick, the land bordering on Plainsboro falls into classifications: generally, east of Schalks Crossing Road, a planned agricultural area, also permitting single family residences on minimum 2 and 3 acre lots; and to the west, as far as Carnegie Lake, an area planned for residential cluster development and light industrial uses. In Cranbury, all lands south of Cedar Brook are planned to be preserved in agricultural use, with residences permitted on lots of not less than 6 acres. Between Cedar Brook and Dey Road, the Cranbury plan calls for a low density residential use similar to that in South Brunswick's agricultural zone.

In East Windsor, across its very short common boundary with Plainsboro, the land is classified for public conservation and recreational uses. In West Windsor, from its boundary with East Windsor to the railroad, the land is planned for low density residential use requiring 1-acre minimum lots. Between the railroad and Route 1 the intent is to encourage offices and research uses as well as special educational uses on land owned by Princeton University. Princeton Township is separated from Plainsboro by the broad expanse of Carnegie Lake and the D&R Canal.

Preservation and Development

Plainsboro Township's total area amounts to 7,240 acres, of which approximately 2,611 are urbanized, 2,529 are still used for agriculture, 109 are vacant, and about 1,747 are environmentally sensitive.

If the Township will follow the State Development Plan, it will preserve large amounts of farmland and open space in its rural zones. All new growth would be located along Route 1 and between Dey Road and Plainsboro Road east of the Municipal Center.

The area west of the AMTRAK railroad focusing on Route 1 is best suited for intensive use. Route 1 provides the major access road; soils and environmental problems are at a minimum; water and sewer are provided; land uses north and south in the adjoining municipalities plus the influences of existing development and approvals all promote office/research/selected manufacturing uses.

The area north of Cranbury Brook in the vicinity of Dey Road, with Plainsboro Village anchoring the western end of the area now provides the core residential district. The major concerns that will surface for this district include delivery of municipal services (police and fire protection, school and library systems), and traffic impacts due to limited access roads.

The largely vacant, environmentally sensitive area in the vicinity of Devil's Brook should be retained a low intensity area for large lot or cluster residential development. It has a variety of soil problems, flood hazard zones, and access problems.

North of the Millstone River and south of Cranbury Brook is an area now predominantly devoted to agricultural use. Also, there are severe access problems because of the watercourses and the road bottlenecks over the railroad.