

A Special Meeting of the North Brunswick Township Council was held on Wednesday, January 20, 2010 at 7:08 P.M. in the Council Room of the Municipal Complex located at 710 Hermann Road, North Brunswick, Middlesex County, New Jersey.

The meeting was called to order by Mayor Womack.

Roll call:

Present: Ms. Narra, Ms. Nicola, Messrs. Andrews and Davis  
Absent: Mr. Corbin and Mr. Socio

Also present: Township Attorney, Ronald Gordon, Business Administrator, Robert Lombard, Municipal Clerk, Lisa Russo and Deputy Clerk, Milvi Weiner.

Ms. Russo announced that the notice requirements of the law have been satisfied. Notices were faxed on Friday, January 15, 2010 to the following:

a) The Home News & Tribune      b) Star Ledger      c) North Brunswick Sentinel

Notice receipts are on file in the Township Clerk's office. Also, notices were posted on the bulletin board in the Municipal Complex and filed in the Clerk's office on January 15, 2010.

Traffic Study by Maser Consulting to support a Transit Village

- Stabilizes taxes
- Improves traffic
- Phase I
- Prestige Site & T.O.D. Site
- Big box retail & neighborhood retail
- 500,00 sq. ft. retail
- 200 units residential
- Small hotel

Phase II (full fledged development)

- train station
- more retail

Council President Andrews arrives at 7:14 pm

Studied Intersections

- Rte. 1 & Commerce Blvd.
  - ❖ 2 driveways – Commerce Blvd. & Aaron road to feed into development
  - ❖ widening lanes, reverse u-turn
  - ❖ Overpass
- Rte. 1 & Aaron Road
  - ❖ Lengthen existing jughandle
  - ❖ Reverse jughandle on northbound side (needed for BJ's)
  - ❖ All developer sponsored – 7 million in improvements
  - ❖ Environmental issues (wetlands)
  - ❖ More storage – no grid lock
- Rte. 1 & Finnigans Lane
- Rte. 1 & Cozzens Lane
  - ❖ Queuing along connection
  - ❖ Realigning Cozzens Lane & hooking it up to the ramp
  - ❖ Traffic volume not high – no where to go

Mayor Womack departs at 7:53 pm.

- Rte. 130 & Adams Lane
  - ❖ Widening Adams Lane approach to four lanes

Councilwoman Nicola departs at 8:00 pm.

- Cost summary (see attachment)
- Final Phase

Meeting to be set up for January 29, 2010 from 2:00 – 4:00pm in the Court Room - NJ Transit – update design & cost presented to legislatures. ( send Sunshine Notice – no action taken)

**Tom Vigna – 8:15 pm – Discussion: Summary of Zoning Ordinance (see attachment)**

- **Ordinance**
- **Council to discuss then goes back to the Planning Board for comments (may make some changes)**

**Council President Corbin asked for a motion to adjourn the “Special Meeting.” Motion made by Mr. Davis, second by Mr. Andrews.**

**Roll call:**

**Ayes: Ms. Narra, Messrs. Andrews, Davis and Corbin**

**Nays: none**

**Absent: Ms. Nicola, Mr. Socio and Mayor Womack**

**Adjourn at 8:40 PM**

**Lisa Russo  
Municipal Clerk**

COST Summary  
1-20-10 Special Mtg.



Table 19

Cost Estimate for "Recommended Developer Improvement for Site Rezoning"

DESCRIPTION	NBTOD %	PRESTIGE %	NBTOD COST	PRESTIGE COST	TOTAL COST
<b>Route 1 &amp; Cozzens Ln / Adams Ln</b>					
<b>Total Cost</b>	87%	13%	\$ 2,969,697.16	\$ 443,747.85	\$ 3,413,445.01
Construction Cost	87%	13%	\$ 1,720,038.57	\$ 257,017.26	\$ 1,977,055.83
Mobilization	87%	13%	\$ 137,603.09	\$ 20,561.38	\$ 158,164.47
Progress Schedule	87%	13%	\$ -	\$ -	\$ -
Clearing Site	87%	13%	\$ 26,100.00	\$ 3,900.00	\$ 30,000.00
Construction Layout	87%	13%	\$ 17,400.00	\$ 2,600.00	\$ 20,000.00
Construction Engineering	87%	13%	\$ 385,931.76	\$ 57,667.96	\$ 443,599.72
Right of Way	87%	13%	\$ 682,623.75	\$ 102,001.25	\$ 784,625.00
<b>Route 1 &amp; Commerce Blvd</b>					
<b>Total Cost</b>	89%	11%	\$ 1,488,343.42	\$ 183,952.56	\$ 1,672,295.98
Construction Cost	89%	11%	\$ 1,083,795.08	\$ 133,952.20	\$ 1,217,747.28
Mobilization	89%	11%	\$ 86,703.61	\$ 10,716.18	\$ 97,419.78
Progress Schedule	89%	11%	\$ -	\$ -	\$ -
Clearing Site	89%	11%	\$ 26,700.00	\$ 3,300.00	\$ 30,000.00
Construction Layout	89%	11%	\$ 17,800.00	\$ 2,200.00	\$ 20,000.00
Construction Engineering	89%	11%	\$ 246,644.73	\$ 30,484.18	\$ 277,128.91
Right of Way	89%	11%	\$ 26,700.00	\$ 3,300.00	\$ 30,000.00
<b>Route 1 &amp; Aaron Rd</b>					
<b>Total Cost</b>	87%	13%	\$ 2,351,643.72	\$ 351,395.04	\$ 2,703,038.76
Construction Cost	87%	13%	\$ 1,725,809.87	\$ 257,879.64	\$ 1,983,689.51
Mobilization	87%	13%	\$ 138,064.79	\$ 20,630.37	\$ 158,695.16
Progress Schedule	87%	13%	\$ -	\$ -	\$ -
Clearing Site	87%	13%	\$ 26,100.00	\$ 3,900.00	\$ 30,000.00
Construction Layout	87%	13%	\$ 17,400.00	\$ 2,600.00	\$ 20,000.00
Construction Engineering	87%	13%	\$ 387,197.06	\$ 57,857.03	\$ 445,054.09
Right of Way	87%	13%	\$ 57,072.00	\$ 8,528.00	\$ 65,600.00
<b>Route 1 Corridor b/t Finnegans Lane &amp; Aaron Road</b>					
<b>Total Cost</b>	86%	14%	\$ -	\$ -	\$ -
Construction Cost	86%	14%	\$ -	\$ -	\$ -
Mobilization	86%	14%	\$ -	\$ -	\$ -
Progress Schedule	86%	14%	\$ -	\$ -	\$ -
Clearing Site	86%	14%	\$ -	\$ -	\$ -
Construction Layout	86%	14%	\$ -	\$ -	\$ -
Construction Engineering	86%	14%	\$ -	\$ -	\$ -
Right of Way	86%	14%	\$ -	\$ -	\$ -
<b>Route 27 &amp; Finnegans Lane</b>					
<b>Total Cost</b>	86%	14%	\$ 17,200.00	\$ 2,800.00	\$ 20,000.00
Construction Cost	86%	14%	\$ 17,200.00	\$ 2,800.00	\$ 20,000.00
Mobilization	86%	14%	\$ -	\$ -	\$ -
Progress Schedule	86%	14%	\$ -	\$ -	\$ -
Clearing Site	86%	14%	\$ -	\$ -	\$ -
Construction Layout	86%	14%	\$ -	\$ -	\$ -
Construction Engineering	86%	14%	\$ -	\$ -	\$ -
Right of Way	86%	14%	\$ -	\$ -	\$ -
<b>Totals</b>					
<b>Total Cost</b>	-	-	\$ 6,826,884.30	\$ 981,895.45	\$ 7,808,779.75
Construction Cost	-	-	\$ 4,546,843.52	\$ 651,649.09	\$ 5,198,492.62
Mobilization	-	-	\$ 362,371.48	\$ 51,907.93	\$ 414,279.41
Progress Schedule	-	-	\$ -	\$ -	\$ -
Clearing Site	-	-	\$ 78,900.00	\$ 11,100.00	\$ 90,000.00
Construction Layout	-	-	\$ 52,600.00	\$ 7,400.00	\$ 60,000.00
Construction Engineering	-	-	\$ 1,019,773.55	\$ 146,009.18	\$ 1,165,782.72
Right of Way	-	-	\$ 766,395.75	\$ 113,829.25	\$ 880,225.00

## **Transit-Oriented Mixed Use Development Overlay**

The following bullets summarize the key points of the 58 page zoning overlay regulations handed out tonight.

- The former J&J property retains its I-2 Industrial Zoning
- The ordinance provides an option to develop additional uses only if all of the seven standards enumerated on pages 2 and 3 are satisfied
- The most important standard is that the developer must include in their plans all of the off-site traffic improvements identified in the Maser Study in order to result in an improvement in traffic delays after development
- Another important standard is that the development must generate a minimum of 10% of its projected energy demand from renewable resources
- The zoning provides for a Transit-Oriented Mixed Use development that provides for a train station and a bus depot
- Page 16 lists permitted and prohibited uses
- Large Retail Establishments are permitted as the catalyst to bring the transit village to fruition, subject to stringent design standards (pages 20-25) that will result in significantly enhanced architectural features and pedestrian orientation (disabled passenger and bus loading areas)
- The standards require frequent changes in façade color, texture, materials and changes in the wall plane as a result of projections, recesses and arcades
- The project is broken up into a Phase 1 and a Final Build Phase
- Phase 1 includes no more than 2 freestanding Large Retail Establishments and two additional Large Retail Establishments that are constructed in mixed use buildings that incorporate residential units on the floor 2-4
- Phase 1 also includes the buildout of the first block of Main Street, including two additional commercial buildings with residential units on floors 2-4
- Phase 1 includes a maximum of 350 dwelling units, a hotel and several freestanding restaurant buildings
- The ordinance establishes "as-of-right" densities (page 18), and density bonuses (pages 19-20) that allow the developer to gain additional square footage if he chooses to meet specific design criteria related to energy efficiency
- There are specific design standards and architectural standards for all uses (pages 20-40)
- There are Green Engineering Performance Standards (page 40) that require energy efficiencies such as utilizing energy efficient lighting, prohibiting use of potable water for non-potable use, and requiring that buildings be designed to qualify for LEED Certification (Leadership in Energy and Environmental Design)
- Parking and landscaping requirements have the effect of breaking up large parking lots into smaller, more pedestrian friendly lots
- There is a matrix that gives credits for shared parking based upon the different peaks of various uses
- There are detailed sign matrixes that regulate signage for each type of use (pages 50-54)