

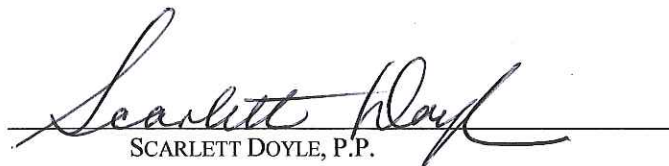
***MASTER PLAN***  
***Amendment to the Land Use Element***

***BRIDGEWATER TOWNSHIP***  
***SOMERSET COUNTY, NEW JERSEY***

*Prepared by the*  
*Bridgewater Township Planning Board*

*ADOPTED FINAL*  
*December 13, 2016*

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

  
SCARLETT DOYLE, P.P.  
N.J. LICENSE NO. 002364

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*Amendment to the Land Use Element*

***BRIDGEWATER TOWNSHIP***  
***SOMERSET COUNTY, NEW JERSEY***

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**AMENDMENT TO THE LAND USE ELEMENT OF THE MASTER PLAN  
BRIDGEWATER TOWNSHIP  
SOMERSET COUNTY, NEW JERSEY**

**1. INTRODUCTION**

**1.1 STATE AND REGIONAL SETTING**

Bridgewater's major highway access includes proximity to US Routes 22, 202, 202/206, Interstate Route 287, and US Route 78. This convenient transportation network connects Bridgewater to a larger region which includes New York City, Newark Liberty International Airport, Rutgers University, Princeton University, Port of Elizabeth and various points of historical and cultural interests in New York, New Jersey and Pennsylvania.

**1.2 PRIOR MASTER PLANS AND GOALS**

This Master Plan is prepared in response to recommendations found in Master Plans and Periodic Reexamination Reports. Specifically, the Reexamination Report of March 27, 2015. Specific changes recommended for the Master Plan or development regulations are noted.

*Master Plan studies to offer development regulations for the Route 22, Route 202/206 and the Route 202 corridors should be considered as a continuation of the corridor studies conducted in 2010. Of particular note in this recommendation is that a study focus on land locally known as the SJP office complex and the abutting Ethicon facility to the west. Located along Route 22 and also Route 202/206 across from the Bridgewater Commons Mall, these premises are within the M-1 Limited Manufacturing zone. The Planning Board recommends that the M-1 zone at this location be evaluated to determine if there is a more appropriate zoning designation and uses for any portion of this zoned area, if any. (Pg. 13)*

*Studies should also be conducted for zoning districts along highway corridors. Studies should consider the residential character, wetlands, steep slopes, structures and numerous small lots which are found on the highways. This is particularly true along Highway Route 202/206 where lots frequently exhibit steep slope constraints. The following areas are recommended for focused corridor studies and the Master Plan revisions which result from these studies. Once these corridors are evaluated, another phase of study should be the uses and zoning on Route 28 and the Somerset County roadways. (Pg. 14)*

This includes the specific recommendation to study:

*Residential Zones on Highway Corridors, Route 202-206 To Be Studied. (Pg. 14)*

The Bridgewater Township Planning Board adopted several Master Plans which were developed to, among many things, maintain and strengthen its economic base as well as its corporate and residential identity. The recommendations contained in this Master Plan Amendment are based upon the review of several Master Plans and Periodic Reexamination Reports adopted over the course of several years.

- Master Plan, dated 1990 provides a clear vision for the Township, citing valued policies and objectives for the township.
- Master Plan Amendment and Reexamination Report, dated February 28, 2005 addresses policies and development strategies intended to serve as a basis for focused study in an effort to preserve the goals outlined in the 1990 Master Plan and to further enhance the quality of life in the township. Among the goals of the 2005 Master Plan Amendment, the following goals are cited as particularly relevant to economic development along the major corridors of the Route 22-202/206 intersection:
  - *To preserve the development character and quality of Bridgewater Township.*
  - *To update the land use plan to address areas where land uses are in transition;*
  - *To evaluate a range of available planning, zoning and implementation tools including, but not limited to, design standards with the goal of enhancing the quality of life for the residents of Bridgewater and to visually improve major corridor locations to enhance the image of the community and strengthen its identity.*
  - *To enhance and increase tax ratables through diversity of high-value uses;*
  - *To support existing economic anchors and encourage expansion into new facilities, where appropriate;*
  - *To adjust to the contemporary needs of commerce and Bridgewater residents;*
  - *To encourage long term, sustainable site planning;*
  - *To enable more flexibility in development context and promote economic activity in appropriate locations;*
- Master Plan Amendment and Reexamination Report, dated November 11, 2008 deals with impervious coverage and floor area ratio standards to maintain the established scale within several zoning districts.
- Master Plan Amendment of the Recreation Element of the Master Plan adopted on May 24, 2010 sets forth a plan for passive and active recreation facilities on public lands.
- Master Plan Amendment and Reexamination Report-Economic Element, was adopted on April 13, 2010. This study was developed in response to the Master Plan Amendment and Reexamination Report, dated February 28, 2005, where the study was recommended to, “Encourage appropriate development of land use focus areas in the Township that will, within the limits of zoning, return underutilized land to productive use, generate economic development activity, diversify the municipal economic base, create new employment opportunities, and strengthen the tax base.” Relevant among the goals in the 2010 Master Plan Amendment regarding economic development on the Route 22 corridor are the following which have also been stated in other Master Plans:
  - *To safeguard the tax base, provide for a continuing employment source and tax ratables through appropriate use of non-residential lands.*
  - *To encourage the re-development of large industrial tracts which are no longer viable for industrial or manufacturing uses.*
  - Somerset County Regional Center: The Master Plan Amendment of 2010 also includes discussion of the Somerset County Regional Center. Applicable goals, objectives and recommendations of the Regional Center are to: *Reconcile the difference between the existing pattern of development and existing zoning. Assess appropriate zoning on vacant and underutilized parcels in order to determine consistency with the township “vision”*

- Bridgewater Regional Center Core: The Bridgewater Regional Center Core is the commercial center of the township and is intended to function as a local and regional destination for shopping, services and employment. The following is a summary of applicable recommendations made for the Core:
  - *Develop diversity in permitted uses to promote the Core as the Township Center and a commercial destination of regional significance.*
  - *From a planning perspective, campus style office development remains appropriate given the existing land use pattern, highway access and the relatively low intensity character of the corridor.*
- Master Plan Amendment and Reexamination Report-Circulation Element, dated September 2010 studied traffic circulation and modes of transportation throughout the Township.
- Reexamination Report dated February 8, 2011 addressed recommendations for places of assembly.
- Master Plan Reexamination Report, Master Plan Amendment and Redevelopment Plan of December 2, 2014, for redevelopment of underutilized industrial land in the FINDERNE neighborhood of the township.
- Reexamination Report dated March 27, 2015 recommends study of uses along township highway corridors within the Township, including Route 202/206. *This Master Plan amendment is prepared in response to the specific recommendations offered in the Reexamination Report. Four zoning amendments are proposed for properties which have frontage on Route 202/206.*
- Master Plan Amendment to the Land Use Element dated March 27, 2015 studied a portion of the Route 202 corridor and recommended rezoning a portion in the westerly portion of the township. The C-7 zone was created in response to the Master Plan Amendment.
- A Master Plan Amendment was adopted on December 22, 2015 in response to the governing body's declaration that a portion of Block 483 Lots 17, 18 and 19 was an 'area in need of redevelopment.' A Redevelopment Plan was prepared and submitted to the Township Council by the Planning Board. A Master Plan Amendment, with recommended zoning, was also prepared for the portion of the abutting Tract that was not designated as 'an area in need of redevelopment; and therefore not included in the Redevelopment Area
- Reexamination Report dated December 13, 2016 which provides recommendations regarding reconciling existing development and zoning along the Route 202/206 corridor. In addition, there were recommendations for definitions and improvements on Mountaintop Road among other issues.

### **1.3 THE REGIONAL CENTER AND ITS STRATEGIC MASTER PLAN**

In May of 1996, in accordance with the State Planning Rules, N.J.A.C. 17:32-8.6(a), the New Jersey State Planning Commission designated the Boroughs of Raritan and Somerville and a portion of Bridgewater Township as an official Regional Center. The Regional Center is a 14.2 square mile area which is located generally along Route 22 and U.S. Highways 202 and 202//206. The Regional Center is defined by the New Jersey State Development and Redevelopment Plan as the focal point for the economic, social and cultural activities of a planning region, a compact, mixed-use core and neighborhoods offering a wide variety of housing types. The Somerset Corporate Center, located at the intersection of Routes 22 and 202/206, is within the Regional Center. This area is part of land uses which influence the vitality of the Regional Center.

### **1.4 STRATEGIES OF THE REGIONAL CENTER AND BRIDGEWATER REGIONAL CORPORATE CENTER (BRCC)**

*The strategies noted in the Somerset County Regional Center Strategic Master Plan serve to bolster the concept of rezoning for proposed uses which are more closely aligned to the current realities of the Regional Center.*

The following Regional Center policies closely track the recommendations for this section of the active highway corridor. Collectively, the Master Plan and Reexamination Report square with the goals of the Regional Center:

#### *Economic Development and Community Design*

- *Promote new development that is accessible, attractive and safe.*
- *Ensure that new development includes appropriate landscaping, street furniture, sidewalks and access to mass transit.*
- *Establish gateways and coordinated design focal points in the Regional Center.*
- *Promote coordinated and uniform design standards.*
- *Pursue commercial development to attract tax ratables and reduce the residential tax burden.*
- *Strengthen the predictability of the business development process to encourage investment in the area.*
- *Foster diverse business opportunities that strengthen the Regional Center economic base.*
- *Upgrade and enhance existing infrastructure to sustain and promote economic development.*

## **2. RESPONSE TO THE MASTER PLANS AND REEXAMINATION REPORTS**

### **2.1 BRIDGEWATER'S RESIDENTIAL COMMUNITY ON ROUTE 202/206**

On the west side of Route 202/206 is located 10.1 acres of land which was developed by Woodmont Properties as Woodmont I. Woodmont Properties received approval for and constructed three buildings on Block 477 Lots 10, 11, 12, 13 and 16. The three building contains 100 non-age restricted multifamily rental units. Twenty-percent of the dwellings are reserved for affordable housing. The existing multifamily dwellings are located within the R-40 Single Family Residential zone. There is a desire to afford zoning security to a community that is well-



established but is not consistent with the zone in which it lies. It is recommended that the buildings and multifamily apartment residential use of Woodmont I properties be vested as a permitted use in the R-40 single-family zone. The buildings are recommended to be able to be reconstructed if all or a portion of the buildings are damaged or destroyed.

On the east side of Route 202/206 is located land in Block 601 which have been developed by K. Hovnanian as Four Seasons an age-restricted community of 150 multifamily dwelling units. The lots and the existing multifamily dwellings are also located within the R-40 Single Family Residential zone. There is a desire to afford zoning security to a community that is firmly established so that reconstruction after a disastrous event could be made through the customary building permit process. It is recommended that the buildings for this age-restricted multifamily community of Four Seasons be vested as a permitted use within the R-40 Single-Family zone which can be reconstructed if all or a portion of the buildings are damaged or destroyed.

## **2.2 BRIDGEWATER RESIDENTIAL ZONE ON MOUNTAINTOP ROAD**

A restaurant and banquet facility (The Redwood Inn) on Mountaintop Road is a non-conforming use in an established single-family residential zone. Evaluation of this non-permitted land use, on approximately 7.6 acres, is viewed as a timely opportunity to bring the land use into conformity with the surrounding single-family residential neighborhood. The Redwood Inn land lies within the R-50 zone but across the road from residential lots that lie within the R-40 zone. The Redwood land abuts a single-family community which was created as part of a cluster subdivision. The lots in the cluster subdivision are also located in the R-50 single-family zone, but the subdivided lots are approximately 20,000 square feet in area due to the fact that the lots were part of a cluster development.

It is recommended that the Redwood Inn (Block 653 Lots 36 and 37) should be re-designated as the R-40 zoning district which would provide lot sizes that are consistent with the lot sizes for homes across Mountaintop Road, would provide lot sizes which are somewhat smaller than those in the R-50 zone, but which would provide lots that are substantially larger than those in the abutting cluster subdivision.

## **2.3 BRIDGEWATER'S CORPORATE CENTER ON ROUTES 22 AND OR 202/206\**

In constructing the recommendations within this Master Plan Amendment, evaluations have been influenced by prior Master Plans, Master Plan Amendments, Reexamination Reports, development and economic realities and the observation that some land uses are influenced by the highway environment. Like other Master Plans, this Master Plan intends to respond, in measured steps, to the expressed desires and needs of Bridgewater's corporate community and residential base.

Maintaining a robust office community creates challenges since Somerset County lags in occupied buildings when compared to the overall trends in the state.

Even New Jersey is experiencing a downward trend (Per report to the Planning Board, 2015, by economist Jeffrey Otteau.)

New Jersey has nearly the highest rate of residents moving out of state.

New Jersey vacancy rates for office use: 17%  
 Somerset County vacancy rates for office use: 23%

As noted previously, the Reexamination Report of March 27, 2015 recommends, among other things, that a land use study of, Route 202/206 and Route 22 be undertaken as an ongoing series of studies which will continually improve economic vitality of uses along the highway.

Quality corporate offices have headquarters in Bridgewater or demonstrate a major commitment to

Bridgewater, including a few noted below:

sanofi-aventis	Akzo Nobel	Aon-Hewitt	Phillips-VanHeusen
Synchronoss	Samsung	Qualcom	Johnson & Johnson
Eli Lilly	Valeant	Ashland	Amneal Pharma
LifeCell	Henkel	Ingredion	Nestle Health Care
			The Linde Group

Retaining major corporations and high-value employees is in the interest of Bridgewater; being responsive to the needs of the corporate sector is viewed as an overall benefit to the long-term stability of the township.

From the perspective of the quality of life in Bridgewater, the publication of Rutgers, Edward J. Bloustein School of Planning and Public Policy entitled, *Somerset County Development Opportunities, A Millennial Perspective*, May 2015 describes an abstract measure of rationale that shows that Bridgewater is an exceptional community in which to reside. In addition to the physical amenities which Bridgewater gives its residents, the high school SAT scores demonstrate the effectiveness of the educational system as well. The scores may be considered as a common barometer in evaluating a suitable community in which to settle.

SOMERSET COUNTY MUNICIPALITY	SAT SCORE
Somerset County Average	1559.8
Montgomery Township	1836
Bernards Township	1688
Watchung Hills Regional	1688
Hillsborough Township	1674
Bridgewater-Raritan Regional	1691
Franklin Township	1426
Somerville Borough	1616
North Plainfield Borough	1381
Manville Borough	1359
Bound Brook Borough	1402

Source: Rutgers, Edward J. Bloustein School of Planning and Public Policy entitled, *Somerset County Development Opportunities, A Millennial Perspective*, May 2015

In order to attract and maintain these major companies and skilled workforce, Bridgewater Township recognizes that adjustments are needed to keep abreast of the changing needs of society. The Route 22 Economic Element of the Master Plan did not focus on the M-1 Limited Manufacturing zone at the intersection with Route 202/206. However, Master Plans developed over the course of recent years have identified the highway corridors as being in need for continued study, with incremental amendments so that the effects of each change can be carefully considered rather than suggesting wholesale, broad-spectrum corridor amendments. This Master Plan focuses on the intersection of two highway corridors and is an incremental step toward responding to the Somerset County Regional Center Master Plan Amendment of 2010 recommendation to:

- *Reconcile the difference between the existing pattern of development and existing zoning.*

### 3. STUDY OF THE INTERSECTION OF ROUTES 22 AND 202/206

#### 3.1 THE NORTHEAST PORTION OF THE ROUTE 22-202/206 INTERSECTION

Routes 22 and 202/206 converge into what might loosely be described as an inverted 'T'. The components of the 'T' are the south section, the northeast section and the northwest section. The south section is parkland, NJ State Police and a small retail portion. To the northwest is the Corporate Center locally known as the Somerset Corporate Center (Discussed below).

Located at the northeast portion of the highway intersection is the area collectively known as the Bridgewater Commons Mall. The Commons Mall was created by way of a Redevelopment Plan.



This area permits a wide spectrum of uses which are found in the Bridgewater Regional Center (BRC) zone and sets the forth permitted conditions for development at this northeast intersection:

Permitted principal uses in the BRC zone (the Commons Mall) are summarized:

- Retail shops and establishments
- Financial institutions, travel agencies
- Business and professional office buildings
- Full service hotels, with meeting room space

Height requirements are set forth for the northeast portion of the 22-202/206 intersection at the Bridgewater Commons Mall - Bridgewater Regional Center (BRC zone.)

- The maximum height for the regional retail shopping center portion is 100 feet
- The maximum height for any office building is 110 feet
- The maximum height for any full-service hotel shall be 110 feet.
- Penthouses for the above uses may extend to 125 feet.

Improved lot coverage set forth for the northeast portion of the Route 22-202/206 intersection at the Bridgewater Commons Mall (BRC zone.) is as follows:

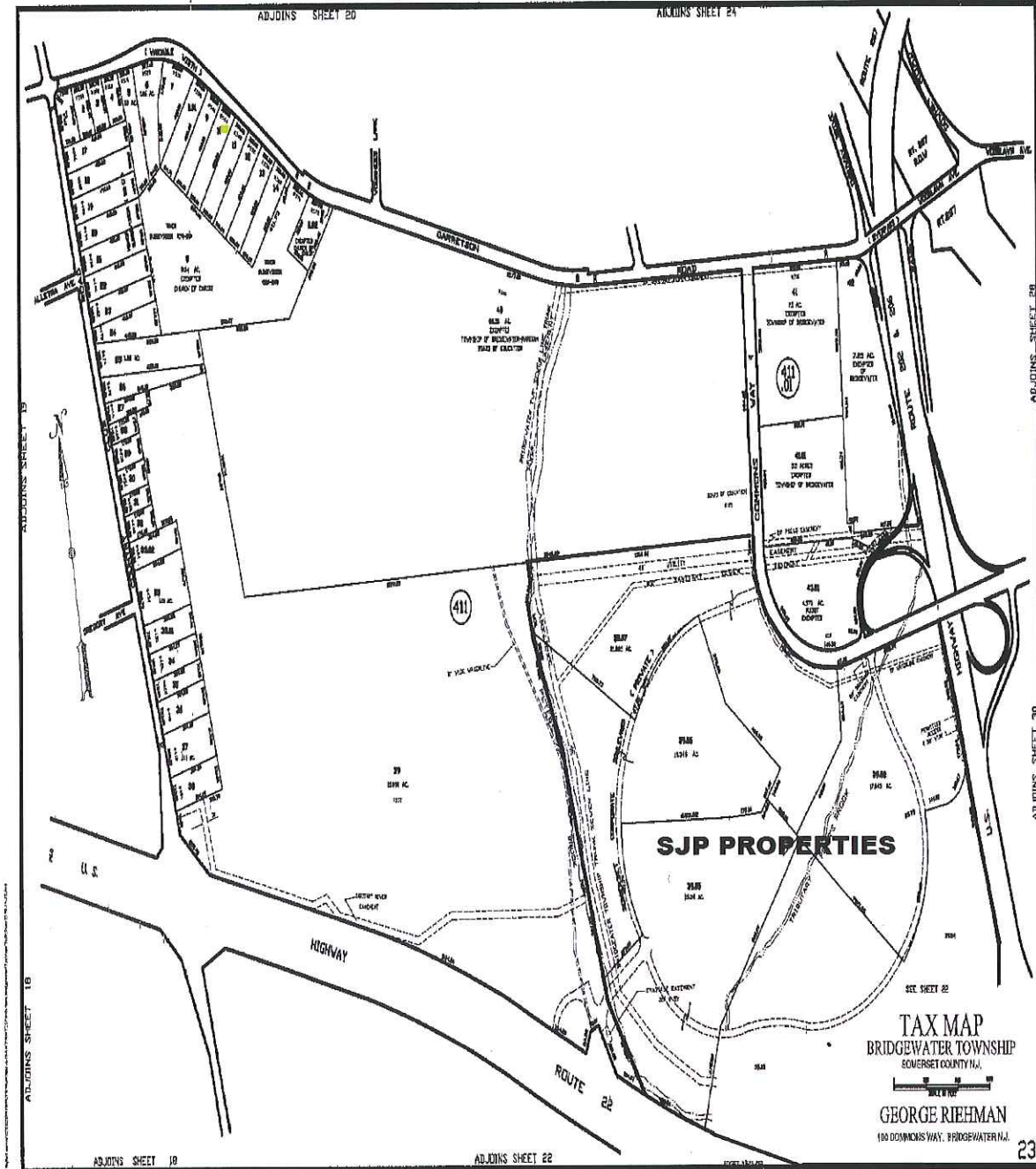
- Maximum improved lot coverage for the Bridgewater Commons Redevelopment Phase I (retail shopping center) is 70%.
- Maximum improved coverage for Redevelopment Phase II (hotel, office, and the retail Lifestyle Center at the Mall) is 70%.

### **3.2. NORTHWEST PORTION OF THE ROUTE 22-202/206 INTERSECTION**

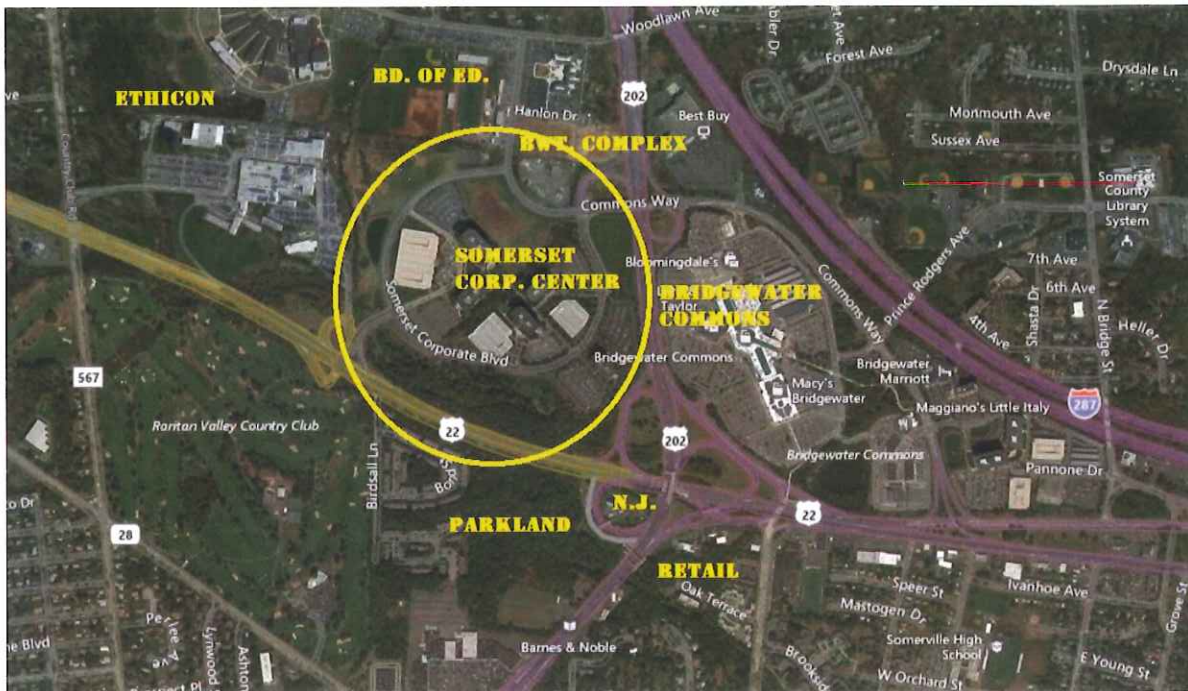
The Somerset Corporate Center is a Class One office campus located in the M-1 Limited Manufacturing zone. Located on the northwest portion of the highway intersection, across from the Bridgewater Commons Mall, the Somerset Corporate Center is worthy of use and zone redefinition to more closely reflect and reinforce the already-existing conditions, particularly since there are undeveloped lands within this complex which are not considered suitable for manufacturing.

BELOW IS THE TAX MAP WHICH SHOWS THE SJP PROPERTIES. THE SITE IS BOUNDED BY ROUTE 22, ROUTE 202/206 AND COMMONS WAY. THE INTERIOR ROADWAY IS 'SOMERSET CORPORATE BOULEVARD' WHICH IS A PRIVATE ROAD.

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Ethicon is located in the M-1, Limited Manufacturing zone. Activities within Ethicon comport with the permitted activities envisioned in the M-1 zone. To the north of the Somerset Corporate Center are located the municipal complex and Board of Education, both of which are permitted in the R-40 zone in which they lie. In order to provide meaningful zone recommendations to reflect the established campus and to add desired complimentary support for the office tenants of the campus, it is appropriate to revisit the zoning standards that control the northwest portion of this intersection. This Master Plan report is to reconcile uses, assuring consistency in height, floor area ratio and other bulk and design standards.



### 3.3. SOUTHERLY PORTION OF THE ROUTE 22-202/206 INTERSECTION

To the south is located the Raritan Valley Country Club which lies in the Golf Course Enterprise zone, a multifamily community located in the multifamily zone of MDU-8, parkland and the NJ Police barracks. To the east of Route 202 is a small retail and service area. These three uses are also located in the Bridgewater Retail Center zone.



#### 4. THE M-1 ZONE ALONG ROUTE 22 AND ROUTE 202/206

##### 4.1 GENERAL OVERVIEW OF ETHICON AND THE SOMERSET CORPORATE CENTER

The uses at Ethicon function in accordance with the research, laboratory, manufacturing, and office uses permitted in the M-1 zone. Review of the M-1 zone for Ethicon is consistent with the principal uses and therefore, no recommendations for zone district changes are proposed for the premises associated with this office and industrial use.

This Somerset Corporate Center TRACT is identified as Block 411 Lots 39.02, 39.03, 39.04, 39.05, 39.06 and 39.07. The entire Tract consists of approximately 117.94 acres of land. It is bounded by Ethicon to the west, Route 22 to the south, Route, 202/206 to the east and Commons Way and the Board of Education property to the north. The Board of Education property is comprised of ball fields and a small school bus terminal. Along Route 22 at the frontage of the property is Peter's Brook, which is in a natural state due to its protection of wetlands and stream corridor properties. As noted, the site lies in the M-1 Limited Manufacturing zone, as does the abutting Ethicon property.

Across Commons Way, and abutting the Bridgewater municipal complex, the NJDOT facility also lies within the M-1 zone and functions similarly to the industrial intent of the zone, although a state-owned depot is not required to meet the requirements of the zone.

The Somerset Corporate Center was originally approved in 1989 under the concept that this 117.94 acre site would be evaluated as a single entity but would be constructed in phases. The land was subsequently subdivided in concert with the six phases. During the course of years, several

amendments to these six phases were brought to the Planning Board for subsequent review and approval. Since the Tract has been approved under the planning concept that the entire tract must work seamlessly, coordinated design and effective cross easements were required as part of site plan approvals. Currently, the Somerset Corporate Center consists of five office buildings. An additional eight-story office building and parking deck was approved several years ago, but has not yet been constructed.

Five points of access are shown in red below. There is a traffic signal on Route 22 which provides full four-way turning movement options to Ethicon and the Corporate Center. There is a traffic signal which offers another location of four-way turning movements at the intersection of Commons Way and the private road named Somerset Corporate Boulevard. There are two unsignalized intersections that also give access. One access is at Commons Way and Somerset Corporate Boulevard (an internal private boulevard.) The other access into the corporate center is on the internal loop and directly off Somerset Corporate Boulevard. There is an access associated with Route 202/206 southbound (at the right side of the aerial) which is an entry-access only.

The corporate cluster concept was intended to maximize green and common landscaped areas off a private loop boulevard. There is one lot that was subdivided as part of this planned unit, cluster concept is not associated with a public road.

#### 4.2 AERIAL OF LOOP DRIVEWAY, BUILDINGS AND INTERSECTION LOCATIONS





### 4.3 DETAILED DESCRIPTION OF THE SOMERSET CORPORATE CENTER.

The tract contains six lots which were subdivided in December of 1989. Development data for these lots is provided below. All lots are located in Block 411.

Lot No.	Building Name	Lot Area (acres)	Building Size (s.f.)	<sup>1</sup> F.A.R.	Year Built	Number of Stories	Building Height	Parking Garage Height
39.02	Building 1	17.55	240,000	0.31	1997	8	116'-10"	3 levels /25'
39.03	Building 2	18.99	240,000	0.29	1998	8	116'-10"	3 levels /24'
39.05	Building 3	19.36	310,000	0.37	2001	8	116'-10"	<sup>2</sup> 3 levels /25'
39.06	Building 4	19.35	310,000	0.37	2001	8	116'-10"	<sup>2</sup> 3 levels /25'
39.04	Building 5	20.84	180,000	0.20	2007	6	84'	none
39.07	Building 6 Approved, but was not built	21.89	241,457 Approved (Undevelope d land)	0.25	~2009	8 – but not built	116'-10" approved- not built	4 levels /31' approved- not built

Source: Somerset Corporate Center (height) and Bridgewater Tax Assessor (lot, dates and building space).

<sup>1</sup>The F.A.R. is based on gross space and does not include eligible deducts of certain spaces.

<sup>2</sup>Buildings #3 and #4 share a parking deck.

## 5. DEVELOPMENT STANDARDS

### 5.1 PRIOR RELIEF GRANTED FROM DEVELOPMENT STANDARDS

Relief from applicable development standards were granted by the Planning Board in 1989 for the six lots in six phases. The minutes of the public hearings noted that lot lines were created for the purpose of financing but that the office campus would function seamlessly despite the artificial lot lines which were reflected in the subdivision. The following is a summary of the relief that was granted for the phases of this development as part of the 1989 submission. The requirements of the zone at that time are provided in parenthesis:

Description (required)	Phase I	Phase II	Phase III	Phase IV	Phase V	Phase VI
Min Front Yd. (150') Accessory Structure	-	-	79'	112' (deck)	-	-
Rear Yd. (100')	33'	53'	80'	40'	67'	-
Building Hgt. (45')	116'-10"	116'-10"	116'-10"	116'-10"	116'-10"	116'-10"
Building Stories (3)	8	8	8	8	8	-
Min. Side Yd (75')	-	37'	-	-	40'	23'
Both Side Yds. (175')	-	117'	-	-	87'	145'
Parking is not permitted in front yd.	-	-	Relief granted	Relief granted	-	-

Description (required)	Phase I	Phase II	Phase III	Phase IV	Phase V	Phase VI
Side Accessory (75')	-	-	-	-	0'	0'
Accessory Structures Both Sides (175')	-	-	-	-	-	126'
Rear Accessory (75')	70'	70'	0'	-	-	-
Lot must abut street	-	-	-	-	Relief granted	-
No off street loading in side yard	-	-	-	-	Relief granted	Relief granted
Lighting Levels	Relief granted	Relief granted	Relief granted	Relief granted	Relief granted	Relief granted
Parking Decks (not > 1,000 sf)	Relief granted	Relief granted	Relief granted	Relief granted	Relief granted	Relief granted
Roof Mechanicals (< 5' hgt. & 10')	Relief granted	Relief granted	Relief granted	Relief granted	Relief granted	-
Setback from high watermark (50' min.)	Relief granted	Relief granted	-	Relief granted	-	-

Source: Resolution of approval dated 1989

Note: Building No. 6 (Phase VI) was approved by the Planning Board at eight stories, but that office building (lot 39.07) is not yet constructed. This building faces Commons Way.

## 5.2 BUILDING STORIES AND HEIGHT

In considering the maximum height for additional buildings in the corporate campus, the important feature is the Master Plan recommendation to create subtle views from the roadways. Route 22 offers a generous buffer due to the protection buffer of Peter's Brook. The views of the corporate center for the eight story buildings at 116'-10" height are visually buffered by the Peter's Brook conservation area. The office building that is closest to Route 202/206 (lot 39.04) is a 6 story office building and 84' in height which was specifically designed to have a lower aspect than the 8 story buildings that comprise the balance of the corporate campus. During the course of the site plan hearing for this six-story building, the Board recognized the commitment of floor area associated with an eight-story building in preference for a lower six-story building. The Board authorized the square footage space, lost in reducing the building by two stories, to be reallocated (overage of 47,000 square feet) to other buildings located on other lots in the tract. This was noted in the Planning Board Resolution of December 4, 1998, Page 3. Limiting the buildings to six stories for a building with its frontage toward Route 202/206 (with a seventh story under certain circumstances) is considered to be in keeping with the recommendations of the 2005 Master Plan and is consistent with the approach of the Planning Board at that time. It is recommended that the landscape berms along Route 202/206 be introduced and with effective screening as is evident on the site.

### 5.3 DENSITY AND PLANNED CORPORATE CENTER

The current zone standards of M-1 permit a maximum F.A.R. of 0.35. The chart of existing development shows that, when considered across the entire site, the maximum permitted floor area ratio is not violated. This concept of evaluating the Tract as an 'integrated and single planned entity' has been a historically-accepted approach. The existing maximum F.A.R. of 0.35 satisfies the needs of the township and will afford adequate development potential. Below is the Tract build-out showing the potential for added building space for the tract.

Block 411 Lot No.	Building Number	Lot Area in Acres per tax map	Lot Area in S.F.	Building Size (s.f.) per tax assessor	<sup>1</sup> F.A.R. Permitted is 0.35	Unused F.A.R.	Excess Building Capacity in s.f.
39.02	1	17.55	764,478.00	240,000.00	0.314	-0.036	27,567.30
39.03	2	18.99	827,204.40	240,000.00	0.290	-0.060	49,521.54
39.04	3	19.36	843,321.60	310,000.00	0.368	0.018	(14,837.44)
39.05	4	19.35	842,886.00	310,000.00	0.368	0.018	(14,989.90)
39.06	5	20.84	907,790.40	180,000.00	0.198	-0.152	137,726.64
<sup>2</sup> 39.07	6	21.89	953,528.40	241,457.00	0.253	-0.097	92,277.94

TOTAL: Additional (excess square feet) build-out for entire tract: 277,266.08

1. The F.A.R. is based on gross space and does not include eligible deducts of certain spaces.

2 Lot 39.07, Bldg. # 6 has been approved for offices, but has not yet been constructed.

### 5.4 IMPROVED LOT COVERAGE

The Tract has been designed and reviewed by the Board within a 'cluster' concept which is to be compliant with the improved lot coverage based on the acreage of the entire tract. It is recommended that the methodology for improved lot coverage be maintained and site plans should be encouraged to provide structured parking to keep down impervious coverage across the tract.

### 5.5 SETBACKS

The setback of principal buildings from Route 22 is universally set as a municipal requirement of 200 feet. This is a long-standing standard that is to remain intact. The GCM zone, also on the 202/206 corridor, requires a minimum front yard setback of 100 feet. The current M-1 zone requires 150 feet front yard setback from the 202/206 highway.

The Board granted relief for the setback locations of parking deck structures. The parking deck setbacks from Route 202/206 were approved at a 79' and also 112' setback from Commons Way. The parking deck for the six-story Building #6 was approved at a setback of 112 feet from Commons Way.

Due to the geometry of lots fronting on the Route 202/206 highway, it is proposed that some accommodation be considered. It is recommended that a minimum front yard setback of 125' be permitted for any structure facing 202/206, but only if the building is a maximum of 6 stories. If a 7- story building is proposed, the portion of the building that is 7 stories shall be set back 150 feet.

### 5.6 PARKING

Associated with the high quality of the corporate complex, a commitment was made to minimize improved lot coverage and improve the site appearance by the use of parking decks. The complex is served by surface parking fields and structured parking decks. Parking stall requirements should continue to meet the standards of 126-168 and 126-169. It is recommended that the zone standards include a parking deck height limitation rather than a square feet area limit of 1,000 square feet associated with other accessory structures. The existing parking levels for the office campus are noted as follows:

<b>Lot No.</b>	<b>Building Name</b>	<b>Parking Garage Height</b>
39.02	Building 1	3 levels /25'
39.03	Building 2	3 levels /25'
39.04	Building 5	Not Applicable
39.05	Building 3 has a shared parking deck with Bldg. 4	3 levels /25'
39.06	Building 4 has a shared parking deck with Bldg. 3	3 levels /25'
39.07	Building 6 Approved, not built	4 levels /31' approved-not built

It is suggested that structured garages be limited to 35 feet if it is more than 200 feet from a highway and 25 feet if it is less than 200 feet from a highway. The concept of not having a structured parking garage close to the highway was thoroughly discussed by the Planning Board in 1989 at the time Building #5 was proposed. Building #5 was in full view of Route 202/206. It was concluded by the Planning Board that the visibility of Building #5 next to the mass of a parking deck would detract from the upscale image that was sought for this campus. Rather than employing only shrubbery, berms are used throughout the corporate campus to screen cars and parking facilities. On the other hand, office Building #6 faced Commons Way. Adhering to the benefits of the cluster concept, the Planning Board encouraged a parking deck here in favor of having more green spaces and landscaping.

## **6. CORPORATE AND COMMUNITY NEEDS**

Business and professional offices will continue to dominate this zone. Expanded uses will address the needs and desires of the corporate community and this diversity will enhance Bridgewater's strengths in attracting and retaining a strong corporate presence.

### **6.1 REGIONAL CORPORATE HOTEL**

According to the owner, corporations have frequently suggested that conveniently located, high-end accommodations are needed for their corporate guests and professional visitors. These accommodations should be of executive quality and afford room and dining amenities that are assured to be of executive quality. Termed to be a Regional Corporate Hotel, the facility shall have a minimum of 100 rooms where access is through a main lobby and an interior corridor. In addition to offering interior and outdoor casual dining, continental meal and bar service, the Regional Corporate Hotel shall have a canopy and porter service, a 24-hour manned desk, conference facilities, room refrigerators, daily room housekeeping, room service for meals and/or an exercise room. The Regional Corporate Hotel may include an indoor or outdoor swimming pool, spa or sauna and outdoor facilities and/or terraces for hosting events. The Regional Corporate Hotel may also include one sit-down restaurant attached to the Regional Corporate Hotel. The additional sit-down restaurant attached to the hotel must be at least 3,000 square feet and must share a common wall directly connected to the hotel or be connected by an enclosed and climate-controlled corridor leading from the hotel to the restaurant. The restaurant shall utilize wait staff and non-disposable utensils and non-disposable cloth napkins for table service. The restaurant and the Regional Corporate Hotel may include a bar.

### **6.2 RECREATIONAL AMENITIES**

There are amenities on the property that are available for enjoyment for the corporate employees. Ball fields on the site are being used by the Township Recreation. Also associated with the ball fields is a parking lot used by the families that bring their children to the sports fields. According to the Minutes of the Planning Board, December 5, 1989, Page 3, "all the amenities of this project would be used by the Township Recreation Department, upon agreement." The details of an updated agreement should be required as a condition of any site plan approval. There should be a requirement regarding the level of active and passive open space for this zone. This should include the potential for municipal donation or continued use of the ball fields by the municipality.

### **6.3 CENTER FOR HEALTH AND WELL BEING**

From the perspective of the quality of life in Bridgewater, the Regional Center offers a wide range of amenities including convenient shopping, well-located parks, active recreational fields and open spaces for all ages and physical abilities. The publication of Rutgers, Edward J. Bloustein School of Planning and Public Policy entitled, *Somerset County Development Opportunities, A Millennial Perspective*, offers recommendations which further opportunities to improve that quality, not only for the residents, but also for the corporate tenants in the Regional Center.

Cumulatively, the effort to provide diversity in uses will foster an attraction to reside in the township and a corporate benefit of retention of a valuable skilled workforce. The Rutgers publication offers recommendation for Somerset County which is worthy of consideration for Bridgewater.

*Somerset County and municipalities may also want to explore the benefits of supplying space and support programs for healthcare related startups within the Health & Wellness Districts.*

Source: Rutgers, Edward J. Bloustein School of Planning and Public Policy entitled, *Somerset County Opportunities, A Millennial Perspective, May 2015, Pg 113.*

The vicinity of Route 202/206, and particularly Commons Way, the Commons Mall, the municipal complex, High School and municipal ball fields within the Regional Center are considered to be a suitable location for a high-end center for well-being. The owner of the Somerset Corporate Center has canvassed his tenants and finds that a health and well being facility is a desirable amenity. While some recreational activities are available in the Highway Enterprise Center (HEC) zone, on Route 22 to the east, incorporating a broad health and well being center within the office complex will attract and serve businesses of comparable quality. This use will serve not only the employees of the 1.5 million square feet office campus, but will also be made available to the residents of Bridgewater.

#### **6.4 LANDSCAPING AND GARDENS**

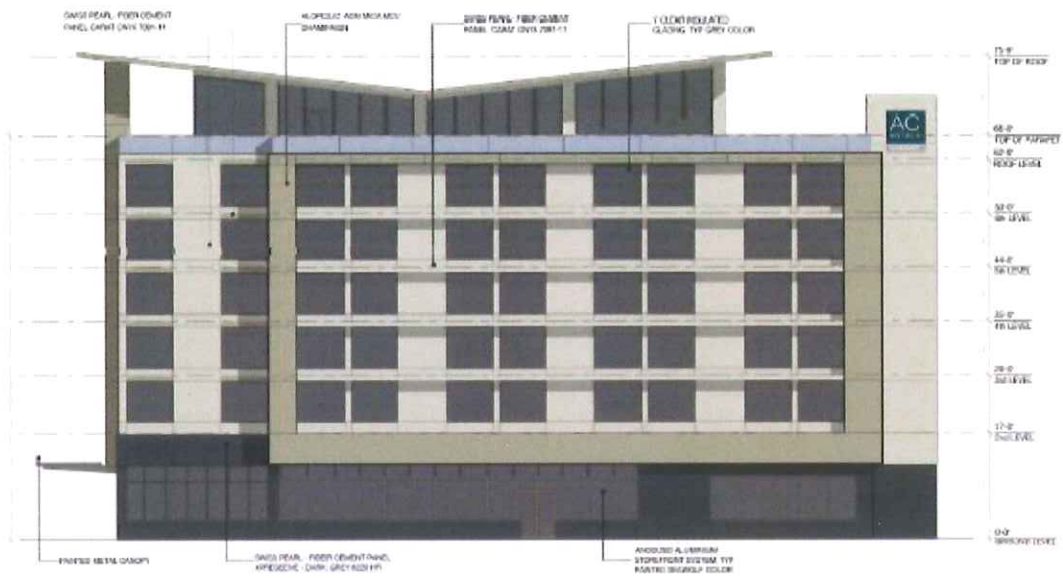
Landscaping for the Somerset Corporate Center should conform to the requirements of the Bridgewater Land Use Ordinances. Prior site plan applications required a water feature in the central portion of the complex, as a passive recreation area. This requirement was subsequently modified to a 'garden'. The applicant sought amendment because geese settled in the congregation area and had become a nuisance area for the employees. There should be assurance that the passive recreation area available to the occupants of all the buildings through a cross easement.

Of importance is the need to continue the character and quality of the landscaping and the visual screening of cars that the earthen berm affords along the roadways. Effective berms should be continued along Route 202/206 and landscape screening should be carried from Building #5 and along Commons Way. As noted previously, eight-story Building #6 was approved on Commons Way with heavy landscaping. Regardless of the building that is ultimately constructed on this lot, dense landscaping should be provided in keeping with the existing nature of the office campus.

#### **6.5 ARCHITECTURE**

Architecture in the existing corporate complex is subtle in tone and understated in appearance. It is recommended that the expanded uses insure that the character of the existing office complex is maintained. The Regional Corporate Hotel and attached restaurant (to the left) would accent to the current office park. Below is a recommended example of hues for the architecture.

# Hotel



# Restaurant



## Health and Well Being Center

Recommended below are two examples for the Health and Well Being building (below) which exhibit a striking and dramatic appearance, but still conform to the color vernacular of the existing corporate campus.





## **6.6 SIGNS**

The township has been successful in dealing with the threat of signage proliferation, particularly for the Bridgewater Commons and the Somerset Corporate Center. The policy of non-proliferation should continue for new development within the Somerset Corporate Center. Free-standing tenant signs should not be permitted.

## **7. COMPARABLE ZONING AT OTHER HIGHWAY INTERSECTIONS**

The 2010 Route 22 Master Plan focused on utilization of lands which could more fully address the potential assets of the highway. In this study, the intersection created by the major improvements to Route 22 and Chimney Rock Road was examined. New zoning and development standards were proposed for this intersection on both the southerly side as well as the northerly side of the highway. To the north of Route 22, and on both sides of Chimney Rock Road, is the Limited Commercial Zone (LC). To the south of Route 22, and on both sides of Chimney Rock Road is the Highway Enterprise Center zone (HEC) and on the east of Chimney Rock Road, a zoning bonus option is offered for significant commercial development, under certain circumstances, in the manufacturing zone.

### **7.1 SIMILARITIES TO THE ROUTE 22 HEC ZONE**

The proposed Bridgewater Regional Corporate Center (BRCC) zone provides striking similarities to that found within the HEC zoning structure. Similar to the HEC zone, the proposed BRCC zone does not permit retail as a principal permitted use, but similar to the HEC zone, a retail component is close by. A recently-approved large retail complex of Stavola West and Stavola East lies directly across the highway from the HEC zone and has been approved as a major retail center. Similarly, the proposed BRCC zone does not permit retail as a permitted use and a regional retail center (the Commons Mall) lies across Route 202/206 from the proposed zone. The HEC zone permits offices, hotels and activities related to one's well-being, such as health clubs, spas, medical-support centers for such activities as diagnostic services, out-patient rehabilitation and surgical centers which are similar to the uses proposed for the BRCC zone.

### **7.2 SIMILARITIES & CONTRASTS OF THE BRCC WITH THE ROUTE 22 HEC ZONE**

Although many of the proposed principal permitted uses for the BRCC zone are similar to those of the HEC zone, the BRCC area is already dominated by first-class corporate offices, so much of the additional development will function as an in-fill of uses desirable in support of major corporations. In contrast, the HEC zone has not yet developed with architectural theme or use identity for the campus that will ultimately be created.

While the HEC zone permits hotel and conference center accommodations, those accommodations are broadly aimed to include the traveling public as well as corporations in the area. The proposed

BRCC Regional Corporate Hotel is primarily targeted to serve the executive business class. To assure the quality needed to reach and retain this select target, a specific set of, highly-defined requirements is obligatory for the Regional Corporate Hotel, which includes facilities and services befitting high-end occupancy.

The HEC zone permits subdivisions and site plans which can ultimately work independently of each other. Similar to the concepts of a corporate cluster for the Somerset Corporate Center, the BRCC zone requires subdivisions and site plans are designed such that uses function seamlessly as an integrated unit. In the BRCC zone, activities of patrons and employees are not to be confined by lot lines in that all should be able to enjoy the amenities offered within the corporate campus. Active, passive, private and public open spaces should be provided.

### **7.3 SPECIAL ECONOMIC DISTRICT (SED) ON ROUTE 202/206**

The Reexamination Report dated March 27, 2015 recommends study of uses along township highway corridors within the Township, including Route 202/206. Block 485 Lots 1 and 3 are within the SED zone and located in the northerly portion of Route 202/206. The Master Plan Amendment of 2010 also highlights the discussion of the Somerset County Regional Center. Applicable goals, objectives and recommendations of the Regional Center which are to: *Reconcile the difference between the existing pattern of development and existing zoning.* This is a highway tract that is worthy of reconsideration of zoning in order to reconcile the existing pattern of development with the existing zoning. Block 485 Lots 1 and 3 are currently within the Special Economic District (SED). The tract is actually developed under the complex Conditional Use requirements of the SED zone in the ordinance provision of Planned Commercial Development/Corporate Park (PCD/COP). It is recommended that the conditions and standards under which the tract is actually developed should be validated through an adjustment to the conditions and standards of the zone in which the property lies. It is noted that there is a prior Master Plan recommendation to remove the SED zone designation for the land abutting the designated redevelopment area and Redevelopment Plan on property located to the south.

Uses for the recommended amendment are substantially similar to that of the current SED zone. Section 126-320 identifies permitted principal and accessory uses. These include the following, which are generally carried to the recommended zone.

*Scientific research laboratory or other experimental, testing or research establishments, such as product development, provided that no processing of raw materials shall be permitted except as such processing is incidental to the basic materials except as incidental to the principal use, such as for pilot plant operations.* These uses have had application to the research and development uses in the other SED location at American Hoechst. At this southerly site, American Hoechst was heavily invested in pharmaceutical research and development. This is not the case at the northerly site zoned SED and the proposed principal and accessory uses are reflective of the design and use of the office campus.

*Office facilities.* Office facilities are proposed in the recommended ordinance.

*Any use of light manufacturing which involves processing, assembly or packaging of material, but does not involve the basic refinement of bulk raw material.* At the southerly SED-zoned site, American Hoechst was involved with light manufacture and assembly. This is not the case at the northerly site zoned SED and is not applicable for inclusion in the recommended ordinance.

*Executive inn/conference center,* is currently noted as an accessory use. Due to the need for a convenient location for corporate lodging and state of the art conference facilities, this accessory use is recommended to be retained in the amended ordinance.

Restaurants, health clubs, copy centers, banks and newsstands are currently permitted as accessory uses, with a 5% maximum of the total allowable floor area of the corporate park. These uses are also recommended to be retained in the amended ordinance.

Current ordinance provisions for Floor Area Ratio computations include the area of 'land lying within proposed rights of way of private collector roads, state highways and interstate connector roads.' It also included contiguous lands in the same ownership even if those lands were in single-family residential zones of R-10, R-20, R-40 and R-50. The maximum floor area of the corporate campus could also be proportionally increased based on a reduction of improved lot coverage from the maximum permitted under the ordinance. The proposed FAR eliminates these provisions and recommends a percentage that does not have any add-on options.

BELOW IS AN AERIAL OF THE CORPORATE COMPLEX SOUTH OF INTERSTATE 78



THE CORPORATE COMPLEX HAS EIGHT STORIES HAS A FAÇADE TREATMENT DOMINATED BY GLASS



The zoning recommendation is to maintain the identification of the SED zone, but there is a recommendation that the controls will be streamlined, particularly where uses are no longer applicable since they do not relate to the existing development or uses on the tract. The following are conditions and standards that are recommended for a revised SED zone.

## **8. NEW ZONE: BRIDGEWATER REGIONAL CORPORATE CENTER (BRCC)**

### **8.1 THE PROPOSED ZONE**

The Bridgewater Regional Corporate Center (BRCC) zone is proposed to incorporate approximately 118 acres at the northwesterly intersection of Route 22 and Route 202/206 and also having frontage on Commons Way. This Tract is known as Block 411 Lots 39.02, 39.03, 39.04, 39.05, 39.06 and 39.07.

### **8.2 PURPOSE OF BRIDGEWATER REGIONAL CORPORATE CENTER (BRCC) ZONE**

The purpose of the new BRCC zone is to continue the established ‘planned corporate center’ design which requires that tenants are able to enjoy common access to improvements and amenities. The purpose is also to nurture the corporate Bridgewater experience through expanded on-site amenities that address the needs of corporations and, in doing so, affect a highly-desirable and sustainable residential community as well.

### **8.3 PROPOSED DEVELOPMENT STANDARDS FOR THE BRCC ZONE**

Add New Zone District Section §126-320.3 *Bridgewater Regional Corporate Center (BRCC)* which include development regulations for the Bridgewater Regional Corporate Center zone comprised of the following Tract: Block 411 Lots 39.02, 39.03, 39.04, 39.05, 39.06 and 39.07.

1. Principal permitted uses shall be viewed broadly and may include more than one use in a building:

- A. Business Offices and Professional Offices
- B. Health and Well-Being uses, which may include a combination of activities such as: Child Care Centers; children's programs; Gyms including weight lifting; Health Clubs; outdoor recreation including swim pools; bicycle paths and ball fields; indoor commercial recreation; wellness center activities; day camps; Day Spas; saunas; medical-support facilities for diagnostic services; metabolic assessments; out-patient rehabilitation
- C. Regional Corporate Hotel with an attached restaurant or without an attached restaurant.
- D. Research and development and laboratory use.
- E. Training services related to any of the above uses.

2. Permitted Accessory Uses and Structures, including, but not limited to the following.

- A. Health and Well-Being uses associated with a principal use
- B. Offices for such activities as hotel, restaurant, membership enrollment of health and well-being users.
- C. Conference facilities
- D. Research and development and laboratories
- E. Training for any of the above permitted uses
- F. Uses and structures customarily incidental to a principal permitted use
- G. Public and private parking, including parking decks
- H. Signs
- I. Indoor and outdoor sale of food and beverages; service facilities for use by employees, members, customers and/or corporate guests.
- J. Accessory personal and retail services within business and professional offices such as exercise rooms, copy centers, banks, newsstands and similar accessory facilities, provided that such facilities are located in a structure housing a principal permitted use, provided further that the total floor area devoted to all of such uses shall not aggregate more than 5% of the gross area of the principal building in which such facilities are located
- K. Uses which are customary and incidental to the permitted uses
- L. Bus stop locations, patron shelters, bicycle paths

3. Conditional Uses:

- A. Essential services

4. Bulk Standards for Principal Structures, Principal Buildings and Principal Uses:

- A. Minimum overall Tract size (Corner) shall be 110 contiguous acres
- B. Minimum overall Tract size (Interior) shall be 110 contiguous acres
- C. Minimum front yard building setback from Route 22: 200 feet

- D. Minimum front yard setback from Route 202/206: 125 feet for buildings up to and including 6 stories; provided, however, that buildings may include a 7<sup>th</sup> story so long as the 7<sup>th</sup> story is 'stepped back' from the remaining portion of the building and the front yard setback of the 7<sup>th</sup> floor is no less than 150 feet, exclusive of stairway penthouses.
  - E. Minimum front yard building setback from Route 202/206: 150 feet for eight-story buildings.
  - F. Minimum front yard building setback from Commons Way: 110 feet
  - G. Minimum Tract width (along public rights of way): 200 feet
  - H. Minimum Tract One Side Yard building setback: 50 feet
  - I. Minimum Tract Both Side Yards building setback: 100 feet
  - J. Minimum Tract Rear Yard building setback: 50 feet
  - K. Maximum Percent Improved Tract Coverage: 60 percent
  - L. Maximum Stories 8 stories, except that lots having frontage on or facing Route 202/206 shall be limited to a maximum of 6 stories unless adhering to setbacks as regulated in D above which would permit 7 stories under certain conditions.
  - M. Maximum Building Height for buildings up to and including 7 stories: 85 feet
  - N. Maximum Building Height for buildings of 8 stories: 120 feet
  - O. Maximum Floor Area Ratio of Tract: 0.35
  - P. Minimum setback from all interior lot lines, located inside the perimeter limits of the Tract: 60 feet
5. Bulk Standards for Accessory Uses, Accessory Buildings and Accessory Structures as measured from the perimeter of the entire Tract unless otherwise noted:
- A. Minimum side yard building setback: 25 feet
  - B. Minimum rear yard building setback: 25 feet
  - C. Minimum setbacks for accessory buildings from any interior lot lines: 50 feet
  - D. Minimum setbacks for accessory structures from any interior lot lines: 15 feet
  - E. Maximum height of parking garages: 70 feet. There shall be no maximum building area for structured deck parking garages. Shared parking decks shall be permitted to abut property lines and may project into any required interior side or interior rear yard.
  - F. Maximum height of accessory buildings and accessory structures: 16 feet.
  - G. Minimum front yard parking lot setback Route 22: 100 feet
  - H. Minimum front yard parking lot setback Route 202/206: 60 feet
  - I. Minimum front yard parking lot setback Commons Way: 30 feet
6. Supplemental Regulations:
- A. At least 20% of the Tract shall be devoted to open space for passive and active recreational purposes. At least 25% of the land required to be devoted to open space shall be suitable for active recreation. This land may be held in the ownership of the parties in the BRCC zone, or donated to the Township of Bridgewater. In the event that a portion of the land required to be devoted to open space is donated to the Township of Bridgewater, the overall Tract area, overall Tract floor area ratio and overall Tract improved lot coverage and overall Tract bulk standards shall be calculated based on the overall original Tract size and geometry, as if the land devoted to open space had not been donated to the Township of Bridgewater.

- B. The Regional Corporate Hotel shall have a minimum of 100 rooms where access is through a main lobby and an interior corridor. In addition to offering interior and outdoor casual dining, continental meal and bar service, the Regional Corporate Hotel shall have a canopy and porter service, a 24-hour manned desk, conference facilities, room refrigerators, daily room housekeeping, room service for meals and/or an exercise room. The Regional Corporate Hotel may include an indoor or outdoor swimming pool, spa and/or sauna and outdoor facilities and/or terraces for hosting events. The Regional Corporate Hotel may also include one sit-down restaurant attached to the Regional Corporate Hotel. The additional sit-down restaurant attached to the hotel must be at least 3,000 square feet and must share a common wall directly connected to the hotel or be connected by an enclosed and climate-controlled corridor leading from the hotel to the restaurant. The restaurant shall utilize wait staff and non-disposable utensils and non-disposable cloth napkins for table service. The restaurant and the Regional Corporate Hotel may include a bar.
- C. In addition to offering interior casual dining, continental meal and bar service, the Regional Corporate Hotel may also include one additional restaurant attached to the hotel. The restaurant must be at least 3,000 square feet and must share a common wall directly connected to the hotel or be connected by an enclosed and climate-controlled corridor leading from the hotel to the restaurant.
- D. The developer may elect to apply to the Planning Board for a subdivision of individual sections which have received final site plan approval. The standards for subdivision shall use the perimeter of the entire Tract to meet the minimum Tract size, maximum improved Tract coverage, maximum overall Tract floor area ratio, minimum Tract width and minimum open space areas. The individual interior lots shall be of such size and configuration as to be able to function seamlessly within the integrated planned commercial complex as though the subdivision had not occurred. The requirements for floor area ratio and for improved lot coverage shall be based on the entire, original tract, including open space areas. Such subdivision approval shall be conditioned upon the developer providing in the deed of conveyance with appropriate deed conditions, easements and covenants, in perpetuity, in form satisfactory to the Township Attorney to ensure the following:
- i. That suitable provisions have been made for the completion of development and the providing of on and off-tract improvements required by the conditions and standards and by the terms of the Developer's Agreement.
  - ii. That adequate provisions have been made for the joint use of all on-site improvements by owners of each of the subdivided lots, its tenants and all grantees which improvements are to be used in common.
  - iii. That adequate provisions have been made for the perpetual maintenance and upkeep of on-site improvements and the buildings pursuant to the terms of the conditions and standards in the Developer's Agreement.
  - iv. That the perpetual maintenance of gardens, natural vegetation, landscaping of parking areas, landscaping of building sites and the screening of trash collection, buffering and visual shielding has been assured.
  - v. That all cross and reciprocal easements necessary to create continuous functionality within the tract have been provided.

- vi. That future improvements to the subdivided lots shall continue to function as though the subdivision had not occurred.
  - vii. That the applicant has provided assurance of perpetual maintenance of all open space and recreational areas that are not donated to the township.
  - viii. Active and passive recreational facilities, such as pedestrian, bicycle and fitness paths, passive sitting areas, tennis courts and other athletic facilities may be required by the Planning Board for the continued use by Bridgewater Township. The applicant shall formalize an agreement with the Township for the continued use of existing fields and the associated parking area.
- E. Dome structures, such as inflatable sports domes, are not permitted.
  - F. Buildings, utility layouts and building uses on individual lots shall assure that all facilities function as though a subdivision did not occur.
  - G. A design package for the entire Tract shall be provided in conformance with the character of the corporate campus and the design standards included in this section and in Section 126-195.
  - H. Architecture: Architectural design standards of new buildings must ensure that the architecture has a subtle, aesthetically-harmonious design with the existing buildings in the zone. The architecture of new office buildings shall include compatible external building materials to the existing Somerset Corporate Center. The Regional Corporate Hotel and the restaurant shall generally conform to the color, similar to that provided in the Master Plan color examples which are recommended in this Master Plan and in the recommended Ordinance.
  - I. Lighting shall be designed to ensure a uniform lighting plan to provide safe and attractive lighting for exterior roads, interior roads and driveways, parking lots, walkways and landscape display lighting. Façade lighting, wash lighting and decorative sconces are not encouraged.
  - J. Landscaping shall be consistent with the character and quality of the existing landscaping on the site, particularly along the roadway. Landscaping shall include berms consistent with the height and visual blocking effect of the existing berms along the roadways. Such berms are intended to screen the parking fields from the public roadways.
  - K. For all site plans and subdivision plans, the developer and the municipality shall enter into an agreement pursuant to the provisions of N.J.S.A. 40:55D-39 within 120 days of a memorialized Board resolution setting forth variations from ordinary standards for preliminary and final approval. The substance of the Developer's Agreement shall be consistent with the laws of the State of New Jersey, the Bridgewater Land Use Code and the conditions and standards applicable to development in the zone. The Developer's Agreement shall be in a form satisfactory to the Township Attorney.
  - L. Site Plan applications shall include an Open Space Plan for active and passive recreation and conservation purposes, open space throughout the BRCC shall be designed for passive and active recreational purposes for the benefit of the public and employees in corporate center. A pathway promoted by the Regional Center which links Bridgewater municipal complex to Somerville shall be part of the discussion for providing included in the discussion of open space.



- M. One monument sign is permitted at each entrance to the Corporate Center. The signs facing Route 22 and 206 shall each be limited to 60 square feet and 6 feet in height. The monument sign facing Commons Way may be 60 square feet and 6 feet in height. Signs may only identify the name of the corporate center and not the individual tenants. Emergency addresses are also permitted. The monument signs should be made of the gray granite-type materials and of similar to design as the existing signage package of the complex. One non-illuminated monument identification sign no larger than 50 square feet is permitted at the entrance to the Health and Well-Being use so long as it is interior to the site with a setback of at least 80 feet from Commons Way. The sign shall be no higher than 6 feet.
- N. Office buildings may have one façade sign on a building having a sign area of 5% of the face of the building or 100 square feet, whichever is less. The façade sign may identify only one tenant name on the building sign, regardless of the number of occupants that may also be tenants in the building. The Regional Corporate Hotel may have one façade sign on each of three sides, with each face having a total sign area of 5% or 100 square feet, whichever is less. The restaurant attached to the Regional Corporate Hotel may have two facade signs with each face having a total sign area of 5% of the face of the building or 100 square feet, whichever is less. The Health and Well-Being use may have a façade sign on each of two building sides, with each face having a total sign area of 5% of the façade of the building or 100 square feet, whichever is less. Notwithstanding the exceptions above, all signs shall be of individual lettering and shall conform to the requirements of 126-195.
- O. Earthen berms shall be provided along Routes 22 and 202/206 such that the cars are screened from view from the roadway. Supplemental plantings may be provided, but are not to be installed as a visual screen instead of the earthen berm. The Planning Board may decide to undulate the elevation of the berm so long as the objective to screen vehicles is substantially adhered to. Buildings along Commons Way may use dense planting to shield the headlights from the road. The plants must be selected and the layout designed to assure full visual screening of vehicles within 3 years of planting. The Planning Board may grant relief from this section if there are permanent strategies which provide for adequate screening of the commercial uses from the roadway.
- P. In the event that the ball fields and parking area currently used by Bridgewater Township are donated to the township by deed, that land area shall be professionally surveyed and the land area that is donated to the township may continue to be utilized by the owner for the purpose of meeting the requirements of the overall Tract floor area ratio and improved Tract coverage for development within the Bridgewater Regional Corporate Center (BRCC) zone.
- Q. Bicycle racks shall be provided for all site plans in the Somerset Corporate Center.
- R. Shared Parking Areas. Parking standards for uses within the Bridgewater Regional Corporate Center should be provided in accordance with the provisions of 126-169; but parking will not be required to meet these standards on each individual lot. Satisfaction of the required parking spaces for new uses shall be based on the cumulative parking available within the overall Tract, so long as there are cross-easements for parking throughout the corporate center. In the event that parking in the Tract is less than what is required by 126-169, the applicant may request a lesser number of spaces when based on sharing of stalls between users and the peak times of the individual traffic demands. If granted, a banked parking plan will not be required.

#### **8.4 AMEND 126-329 SPECIAL ECONOMIC DEVELOPMENT (SED) ZONE**

The Special Economic District SED zone, located in the northerly portion of Route 202/206, is another highway location that is worthy of reconsideration of zoning that is consistent with the physical improvements within the zone. The lots associated with this northerly Tract are Block 485 Lots 1 and 3 which are currently within the Special Economic District (SED). The Tract is actually developed under the complex Conditional Use requirements of the Planned Commercial Development/Corporate Park (PCD/COP) conditions and standards. It is recommended that the conditions and standards under which the Tract is actually developed should be validated through an adjustment to the conditions and standards of the Special Economic Development (SED) zone. It is noted that there is a Master Plan recommendation to remove the SED zone designation for the land abutting the designated redevelopment area and Redevelopment Plan on property located to the south.

The following are permitted uses, conditions and standards that are recommended for a revised SED zone which is comprised by Block 485 Lots 1 and 3.

1. Permitted Principal uses shall be viewed broadly and may include more than one use in a building:
  - A. Business Offices and Professional Offices
  - B. Research and development including scientific investigation and laboratory uses.
  - C. Conference center
2. Permitted Accessory Uses and Structures, including, but not limited to the following.
  - A. An executive inn which may occupy a freestanding building, provided that the total floor area of such use, together with the total floor area of all other accessory uses, shall not exceed 15% of the total floor area of the buildings in the Tract of the corporate park. The accessory use may be located in the front yard, but must conform to the front yard setback of a principal building.
  - B. Research and development and laboratories, including product development. There is no commercial production of goods.
  - C. Cafeteria services for the benefit of employees and their visitors and guests
  - D. Uses and structures customarily incidental to a principal permitted use
  - E. Public and private parking, including parking decks
  - F. Signs
  - G. Sale of food and service facilities for use by employees and members and corporate guests.
  - H. Restaurants, wellness centers, personal and retail services within business and professional offices such as exercise rooms, copy centers, banks, newsstands and similar accessory facilities, provided that such facilities are located in a structure housing a principal permitted use, provided further that the total floor area devoted to all of such uses shall not aggregate more than 10% of the gross area of the buildings in which such facilities are located.
  - I. Uses which are customary and incidental to the permitted uses
  - J. Bus stop locations, patron shelters, bicycle paths, bike racks

3. Conditional Uses:

- A. Essential services
- B. Accessory retail services within professional business and research offices.
- C. Child-care centers as part of professional business and research offices.

4. Bulk Standards for Principal Structures and Principal Uses:

- A. Minimum overall Tract size (Corner) shall be 100 contiguous acres
- B. Minimum overall Tract size (Interior) shall be 100 contiguous acres
- C. Minimum building setback: 200 feet from any right-of-way line of a state highway or abutting lands zoned for single-family use.
- D. Minimum Tract width (along public rights of way): 500 feet
- E. Minimum Tract One Side Yard building setback: 50 feet
- F. Minimum Tract Both Side Yards building setback: 150 feet
- G. Minimum Tract Rear Yard building setback: 100 feet
- H. Maximum Percent Improved Tract Coverage: 60 percent
- I. Maximum Stories 6 stories
- J. Maximum Building Height: 85 feet
- K. Maximum Floor Area Ratio of Tract: 0.35

5. Bulk Standards for Accessory Uses and Accessory Structures as measured from the perimeter of the entire Tract unless otherwise noted:

- A. Minimum side yard building setback: 50 feet
- B. Minimum rear yard building setback: 50 feet
- C. Maximum height of parking garages: 70 feet. There shall be no maximum building area for structured deck parking garages.
- D. Minimum front yard parking lot setback from Route 202/206: 100 feet.

Supplemental Regulations:

- A. At least 20% of the Tract shall be devoted to open space for passive and active recreational purposes. At least 25% of the land required to be devoted to open space shall be suitable for active recreation.
- B. In addition to offering interior casual dining, continental meal and bar service, the Regional Corporate Hotel may also include one additional restaurant attached to the hotel. The restaurant must be at least 3,000 square feet and must share a common wall directly connected to the hotel or be connected by an enclosed and climate-controlled corridor leading from the hotel to the restaurant.

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- D. Minimum Tract width (along public rights of way): 500 feet
- E. Minimum Tract One Side Yard building setback: 50 feet
- F. Minimum Tract Both Side Yards building setback: 150 feet
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- C. The developer may elect to apply to the Planning Board for a subdivision of individual sections which have received final site plan approval. The standards for subdivision shall use the perimeter of the entire Tract to meet the minimum Tract size, maximum improved Tract coverage, maximum overall Tract floor area ratio, minimum Tract width and minimum open space areas. The individual interior lots shall be of such size and configuration as to be able to function seamlessly within the integrated planned commercial complex as though the subdivision had not occurred. The requirements for floor area ratio and for improved lot coverage shall be based on the entire, original tract, including open space areas. Such subdivision approval shall be conditioned upon the developer providing in the deed of conveyance with appropriate deed conditions, easements and covenants, in perpetuity, in form satisfactory to the Township Attorney to ensure the following:
- i. That suitable provisions have been made for the completion of development and the providing of on and off-tract improvements required by the conditions and standards and by the terms of the Developer's Agreement.
  - ii. That adequate provisions have been made for the joint use of all on-site improvements by owners of each of the subdivided lots, its tenants and all grantees which improvements are to be used in common.
  - iii. That adequate provisions have been made for the perpetual maintenance and upkeep of on- site improvements and the buildings pursuant to the terms of the conditions and standards in the Developer's Agreement.
  - iv. That the perpetual maintenance of gardens, natural vegetation, landscaping of parking areas, landscaping of building sites and the screening of trash collection, buffering and visual shielding has been assured.
  - v. That all cross and reciprocal easements necessary to create continuous functionality within the Tract have been provided.
  - vi. That future improvements to the subdivided lots shall continue to function as though the subdivision had not occurred.
  - vii. That the applicant has provided assurance of perpetual maintenance of all open space and recreational areas.
  - viii. Active and passive recreational facilities, such as pedestrian, bicycle and fitness paths, passive sitting areas, tennis courts and other athletic facilities may be required by the Planning Board for the continued use by Bridgewater Township. The applicant shall formalize an agreement with the Township for the continued use of existing fields and the associated parking area.
- D. Buildings, utility layouts and uses of buildings on individual lots shall assure that all facilities function as though a subdivision did not occur.
- E. A design package, including architecture for the entire Tract, shall be provided in conformance with the character of the corporate campus.

- F. Architecture: Architectural design standards of new buildings must ensure that the architecture is aesthetically-harmonious with the existing buildings in the zone and compatible with the major architectural theme found along the highway corridor.
- G. The architecture of buildings shall be provided by rendering in the site plan and shall demonstrate compatibility with the architecture of the corridor of building materials, fenestration, color, mechanical penthouse screening where may be visible from adjoining buildings of higher elevation.
- H. The minimum building size shall be 60,000 square feet of gross area.
- I. Lighting shall be designed to ensure a uniform lighting plan to provide safe and attractive lighting for exterior roads, interior roads and driveways, parking lots, walkways and landscape display lighting. Façade lighting, wash lighting and decorative sconces are not encouraged.
- J. For all site plans and subdivision plans, the developer and the municipality shall enter into an agreement pursuant to the provisions of N.J.S.A. 40:55D-39 within 120 days of a memorialized Board resolution setting forth variations from ordinary standards for preliminary and final approval. The substance of the Developer's Agreement shall be consistent with the laws of the State of New Jersey, the Bridgewater Land Use Code and the conditions and standards applicable to development in the zone. The Developer's Agreement shall be in a form satisfactory to the Township Attorney.
- K. Bicycle racks shall be provided at all buildings.
- L. Shared Parking Areas. Parking standards for uses within the Tract of the corporate campus should be provided in accordance with the provisions of 126-169; but parking will not be required to meet these standards on each individual lot. Satisfaction of the required parking spaces for new uses may be based on the cumulative parking available within the overall Tract, so long as there are cross-easements for parking throughout the corporate complex and parking is conveniently located within 300 feet of the building to be served. In the event that parking on the Tract is less than what is required by 126-169, the applicant may request a lesser number of spaces when based on sharing of stalls between users and the peak times of the individual traffic demands. If granted, a banked parking plan may be required.

## 9. OTHER ORDINANCE AMENDMENTS

### 9.1 AMEND SCHEDULE OF AREA, YARD AND BUILDING REQUIREMENTS

AMEND §126-325, Schedule of Area, Yard, and Building Requirements.

Add a row for the new Bridgewater Regional Corporate Center (BRCC) zone with the corresponding column information:

Column 1	Zone	BRCC
Column 2	Tract Area	See §126-320.3
Column 3	Interior Lot Width	See §126-320.3
Column 4	Corner Tract Area	See §126-320.3
Column 5	Corner Lot Width	See §126-320.3
Column 6	Min. Front Yard	See §126-320.3
Column 7	One Side Yard	See §126-320.3
Column 8	Total Two Side Yards	See §126-320.3
Column 9	Min. Rear Yard	See §126-320.3
Column 10	Accessory Side Yard	See §126-320.3
Column 11	Accessory Rear Yard	See §126-320.3
Column 12	Max. Tract Coverage	See §126-320.3
Column 13	Max. Stories Height	See §126-320.3
Column 14	Max. Height in Feet	See §126-320.3
Column 15	Max. Tract F.A.R.	See §126-320.3

AMEND §126-325, Schedule of Area, Yard, and Building Requirements.

Revise the row for the Special Economic Development (SED) zone with the corresponding column information:

Column 1	Zone	SED
Column 2	Tract Area	110 acres
Column 3	Interior Lot Width	500 feet
Column 4	Corner Tract Area	110 acres
Column 5	Corner Lot Width	500 feet
Column 6	Min. Front Yard	200 feet
Column 7	One Side Yard	50 feet
Column 8	Total Two Side Yards	150 feet
Column 9	Min. Rear Yard	100 feet
Column 10	Accessory Side Yard	50 feet
Column 11	Accessory Rear Yard	50 feet
Column 12	Max. Tract Coverage	60%
Column 13	Max. Stories Height	6
Column 14	Max. Height in Feet	85 feet
Column 15	Max. Tract F.A.R.	0.35

**9.2 AMEND MINIMUM BUFFER/CONSERVATION EASEMENT**

AMEND §126-332, Minimum Buffer/Conservation Easement and Recreation Equipment Distance Requirements.

The buffer that is required for the BRCC zone should be added:

Zone	Minimum Buffer Easement Required
BRCC	30 feet

**9.3 ADD NEW ZONING DISTRICT TO THE ZONING ORDINANCE**

Amend §126-301, Zoning Districts to add the district: Bridgewater Regional Corporate Center (BRCC) zone.

**9.4 AMEND ZONING MAP**

AMEND §126-302, Zoning Map: The zoning map should depict lots 39.02, 39.03, 39.04, 39.05, 39.06 and 39.07 in Block 411 as being in Bridgewater Regional Corporate Center (BRCC) zone.



AMEND §126-302, Zoning Map: The zoning map should re-designate Block 653 Lots 36 and 37 as being in the R-40 Single-Family Residential zone.

**9.5 SECTION 126-2 DEFINITIONS, TO ADD THE FOLLOWING:**

*REGIONAL CORPORATE HOTEL* shall mean a facility with a minimum of 100 rooms where access is through a main lobby and an interior corridor. In addition to offering interior and outdoor casual dining, continental meal and bar service, the Regional Corporate Hotel shall have a canopy and porter service, a 24-hour manned desk, conference facilities, room refrigerators, daily room housekeeping, room service for meals and/or an exercise room. The Regional Corporate Hotel may include indoor or outdoor swimming pools with waterslides, spa and/or sauna, exercise rooms, convenience stores; and indoor and outdoor facilities and/or terraces for hosting events. The Regional Corporate Hotel may also include one sit-down restaurant attached to the Regional Corporate Hotel. The additional sit-down restaurant attached to the hotel shall be at least 3,000 square feet and must share a common wall directly connected to the hotel or be connected by an enclosed and climate-controlled corridor leading from the hotel to the restaurant. The restaurant shall utilize wait staff and non-disposable utensils and non-disposable cloth napkins for table service. The restaurant and the Regional Corporate Hotel may include a bar.

*HEALTH AND WELL BEING USE* shall mean uses which may include a combination of activities such as: child care and activity centers and day camps; child programs; gyms including weight lifting; health club activities including nutritional centers and services; recreation including indoor and outdoor swim pools, waterslides; play areas; bicycle paths and ball fields; indoor commercial recreation; wellness center activities; day camps; saunas; salons; medical services including chiropractic; medical-support facilities and services for diagnostic services including blood draws, metabolic assessments, anesthetics and out-patient rehabilitation.

*TRACT* shall mean the collective area of parcel(s), site, and piece(s) of land or property that lie within the same zone and may be the subject of a current or prior development application. The area and outermost limits of the Tract shall be represented by metes and bounds of the entirety of the parcel(s) and by a certified land survey as prepared by a licensed land surveyor.

*BUSINESS OR PROFESSIONAL OFFICE* shall mean such offices as business, professional and service offices, such as banking and bank-related functions, credit services, security and commodity brokers, insurance carriers, real estate services, advertising services, employment agencies, consumer and mercantile credit and collection services, consulting services, data processing, engineering, architectural and accounting services.

**9.6 AMEND SECTION 126-306 R-40, SINGLE-FAMILY RESIDENTIAL ZONE**

Amend Section 126-306 R-40 Single-Family Residential to read as follows:

A. The principal permitted uses, permitted accessory uses and conditional uses in the zone are the same as those in R-50 Single-Family Residential zone.

B. Block 477 Lots 10, 11, 12, 13 and 16, also known as the Woodmont I, is a multifamily apartment complex containing 100 residential units within three buildings. These premises are located within the R-40 Single-Family residential zone. The multifamily rental apartments in Block 477 Lots 10, 11, 12, 13 and 16 are a permitted use with the right to continue to use the existing premises which can be reconstructed if all or any portion of the buildings are damaged or destroyed. The permitted accessory uses are the same as those in R-50 Single-Family Residential zone.

C. Block 601 with several lots which lands contain individual units in multifamily buildings known as Four Seasons. The Four Seasons community contains 150 age-restricted units located in the R-40 Single-Family residential zone. The multifamily, age-restricted units in Block 601 are a permitted use with the right to continue to use the existing premises which can be reconstructed if all or any portion of the buildings are damaged or destroyed. The permitted accessory uses shall be the same as those in R-50 Single-Family Residential zone.

**9.7 AMEND SECTION 126-195. E (3) SIGNS,** Should read as follows:

The total area of all signs affixed to a structure shall not exceed 5% of the building façade or 100 square feet, whichever is less. Unless otherwise set forth in the Land Development Ordinance, regardless of the number of signs permitted on the building, the maximum area of all façade signs shall not exceed 5% of the building façade or 100 square feet, whichever is less. The Planning Board may permit a total sign area of up to 7% of the building façade if, in the Planning Board's judgment, such additional area shall assist in developing a harmonious and integrated sign plan in accordance with the goals and objectives of this subsection.

**9.8 AMEND SECTION 126-169, OFF-STREET PARKING REQUIREMENTS FOR PARTICULAR USES,** to add the following:

A. Off-street parking requirements

**MINIMUM OFF-STREET PARKING REQUIREMENTS**

Use	Required Parking Spaces
Health and Well Being Uses, Wellness Centers	4 spaces per 1,000 square feet of floor area
Indoor Commercial Recreation	4 spaces per 1,000 square feet of floor area

**9.9 DELETE SECTION §126-345.1**

Delete §126-345.1 Planned commercial development/corporate office park (PCD/COP) in its entirety.

## **10. IMPACT ON ADJOINING MUNICIPALITIES**

### **10.1 CONSISTENCY THE MUNICIPAL LAND USE LAW**

As required by the M.L.U.L, this Amendment to the Land Use Element of the Master Plan considers the impacts of its recommendations beyond the borders of Bridgewater since actions taken along the Route 202/206 corridor in Bridgewater could possibly affect adjoining municipalities

## 10.2 DISCUSSION OF IMPACTS ON ADJOINING MUNICIPALITIES

*Bridgewater Township borders thirteen municipalities. Discussion is provided on whether the recommendations in the Amendment to the Land Use Element of the Master Plan will produce a negative effect to the municipalities abutting Bridgewater Township.*

Somerville Borough is within the Regional Center and the strategies for improved vitality and for fostering a strong identity are shared among Bridgewater, Somerville and Raritan. Zoning which abuts Bridgewater include the business B-5 Highway Business zone at Route 202 which abuts Bridgewater's business zoning. Somerville's R-1 Single Family zone at Cornell Boulevard abuts Bridgewater's residential zoning. To the east and south, the single family zones of R-2 and R-3 along Adamsville Rd. abuts Bridgewater's residential zoning. Somerville's Industrial Districts of I-1 and I-2 are generally consistent with Bridgewater's M-2 zoning, with the exception of a small pocket of R-10 Single Family zoning in Bridgewater. To the south of Union Avenue are Somerville's R-1 and R-3 zones which abut Bridgewater's MPD, Medical Park District. Uses intended to provide expanded uses in the development having a symbiotic relationship is a commonly-shared goal. This Master Plan intends to further the regional benefit of enhanced corporate support along the highway corridors. The spinoff effect produces patronage for the Regional Center, including Somerville Borough. It is not envisioned that there would be negative impacts affecting Somerville Borough.

Raritan Borough is also within the Regional Center and also endorses strategies to provide activities which will enhance the Regional Center, of which Raritan Borough is a member. Although there may be some increased business traffic, these volumes will be handled within the state highway system. Due to the relatively confined traffic volumes and the distance from the proposed study area, Master Plan recommendations would not create a negative impact to the Raritan's zone plan.

Branchburg Township borders Bridgewater Township to the west and Route 202 and Route 22 are shared by both communities. Route 202/206 does not directly serve Branchburg Township. Branchburg's major border with Bridgewater is the Affordable Housing AH-1 zone. Along both sides of the dividing river are large areas of floodplain and parklands which naturally throttle back development. Bridgewater has no policies, objectives, or recommendations which would impact this common border. Traffic, volumes will be handled with highway improvements to Routes 22 and 202/206. Due to the confined traffic volumes and Master Plan recommendations will not create a negative impact to Branchburg's zone plan.

Borough of Manville is a historic community which has experienced extensive redevelopment since the floods caused by Hurricane Floyd in 1999. The Raritan River and its wide floodplains separate Manville from Bridgewater. The Single Family S-100 abut Bridgewater's Single Family R-10 zone. The Industrial I and the Economic Development EED zones abut Bridgewater's General Manufacturing M-2 zone. There are no direct transportation routes between this distant study area and the Borough of Manville. Bridgewater has no policies, objectives, or recommendations in the Master Plan which would have an adverse impact on Manville's zone plan or redevelopment initiatives.

Franklin Township. The Raritan River separates Bridgewater Township's M-2 zone from the Franklin Township Agricultural A zone, which stretches the length of the common border. This area of Bridgewater is subject to severe environmental constraints and is separated from the rest of Bridgewater Township by a rail corridor. There are no direct transportation routes between Franklin Township and the new district. The Master Plan has recommendations which will not negatively impact Franklin Township.

Borough of Bound Brook The Middle Brook and Route 287 provide a sharp edge separating Bound Brook Borough from Bridgewater Township. The Neighborhood Business/Residential NB/R zoning along East Main Street of Bound Brook is a mix of residential and non-residential uses. To the north and south of the Norfolk Southern railroad line is the Industrial Park IP zone which abuts Bridgewater's industrial M-2 zone. There are no recommended policies or zoning changes in the Master Plan which would result in a negative impact on the Borough of Bound Brook.

Middlesex Borough. Along the southeasterly border of Bridgewater Township is a coincidental jurisdictional line with Middlesex Borough. This is an area that wraps around the Borough of Bound Brook and is defined as to its boundary by the Green Brook. This finger-like projection, which is sandwiched between Bound Brook Borough and Middlesex Borough, is primarily residential in nature. No negative cross-border impacts are expected from the recommendations in this Master Plan.

South Bound Brook Borough. A very small portion of Bridgewater Township touches the Industrial I zone of South Bound Brook Borough. Since there is a strong intervening feature of the Raritan River, there are no roads or facilities which would serve to cause a negative effect on the Borough of South Bound Brook. Due to the distance between the Borough and the area proposed for the BRCC district, there will be no negative impact on the zone plan of South Bound Brook.

Hillsborough Township. A small portion of southern Bridgewater borders Hillsborough Township. The Raritan River forms the boundary between the two townships. The area, proposed for a portion of the Raritan Greenway in Bridgewater, is opposite the Agricultural AG zone in Hillsborough, and is subject to significant environmental constraints on both sides of the border. There are no road networks or proposed facilities which are anticipated to cause a negative effect from implementation of the Master Plan recommendations.

Bedminster Township A portion of the northerly section of Bridgewater Township in the R-40 residential zone lies along the jurisdictional line of Bedminster Township, which has the R-10 (10 acre) zone. A small portion in the south of the township lies in a Public P zone and an airport zone. The proposed BRCC district on Routes 22 and 202/206 is not close to Bedminster Township. Although there may be business and patronage activity on the highway, it is anticipated that there will be no significant negative cross-border impacts from implementation of the recommendations in this Master Plan.

Bernards Township lies along the second ridge of the Watchung Mountains. Zoning along the common border with Bridgewater are the Bernards' Public Purpose P-1 and the 2-Acre Residential R-3 zones. These zones abut Bridgewater's R-50 Single Family zone, which is the township's low-density residential zone. Due to the environmental characteristics of the Watchung Mountains, both communities have ordinances in place intending to protect these environmentally sensitive slopes of the Second Watchung Mountain. Due to the lack of a convenient transportation route and the distance of the BRCC district, there are no negative cross-border impacts anticipated from the zoning recommendations which would affect the township.

Warren Township. In the northerly portion of Bridgewater and along the common line with Warren Township are primarily found single-family residential uses of Warren's 1.5 Acre Residential R-65 zone which abuts Bridgewater's R-50 single Family zone. As with Bernards Township, Warren Township has a policy of preservation in areas exhibiting steep slopes, which are exhibited in the area of the borders. There are no convenient transportation routes that would be routinely used as a connection and it is held that there would be no negative cross-border impacts from the zoning recommendations.

Green Brook Township Primary access into Green Brook Township is along the major corridor of Route 22 which contains Green Brook's Regional Highway Commercial RHC zone. This zone abuts Bridgewater's Office and Service C-3 zone. In Green Brook, the Affordable Housing District AHD zone abuts Bridgewater's Single Family R-50 zone. Due to the distance of Green Brook from the Route 22 and Route 202/206 area discussed in this Master Plan, there are no negative cross-border impacts anticipated from implementation of the recommendations.

## **11. CONSISTENCY WITH THE STATE DEVELOPMENT & REDEVELOPMENT PLAN**

### **11.1 POLICIES AND OBJECTIVES OF THE STATE PLAN**

The State Development and Redevelopment Plan (SDRP) includes goals which provide recommendations to implement the goals. This Master Plan Amendment advances many of the State's policies.

*#3. Promote Beneficial Economic Growth – Promote beneficial economic growth in locations and in ways that improve the quality of life and the standard of living for all New Jersey residents. Provide infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards. Encourage partnerships and collaborative planning with the private sector and capitalize on the State's strategic location, and economic strengths including its existing business enterprises, entrepreneurship, the research and development capacity of its institutions of higher learning, skilled workforce, cultural diversity and logistic facilities in ways that are consistent with the State Plan's vision and goals.*

*#5. Economic Development – Promote beneficial economic growth to improve New Jersey’s quality of life and standard of living by encouraging economic development through facilitating access to capital, supporting research and development, promoting appropriate education and training, building strategically upon the State’s economic and geographic strengths, and influencing the location of employment activities in proximity to affordable and workforce housing, accessible to multi-modal transportation alternatives with facilities that are planned and constructed in environmentally sound ways, and in accordance with the vision and goals of the State Plan.*

The Master Plan Amendment recommends regulations to promote economic development and to retain high-quality investments.

*#8 Ensure Sound, Coordinated and Integrated Statewide Planning – Ensure sound, coordinated and integrated statewide planning by using the State Plan as a guide to planning and growth-related decisions at all levels of government in ways that are consistent with the State Plan’s vision and goals.*

Sound, coordinated and integrate planning has been proposed to ensure the continuation of a vital community in the Regional Center.

## **11.2 CONSISTENCY WITH THE STATE POLICY MAP**

The State Development and Redevelopment Plan also utilizes a Policy Map which provides recommendations to implement the goals of the Plan. The SDRP designates this section of Route 202/206 as being within the Metropolitan Planning Area 1. The Master Plan Amendment advances many of these policies, which includes the following:

- *Provide for much of the State’s future development*
- *Promote growth in center-based developments by increasing densities and employing attractive community design to encourage more compact forms of development*
- *Protect the character of existing stable communities*
- *Promote increased coordination and integration of transportation planning and land-use*

## **12. RELATIONSHIP TO THE PROPOSED STATE STRATEGIC PLAN**

### **12.1 GOALS OF THE PROPOSED STATE STRATEGIC PLAN**

The proposed State Development and Redevelopment Plan (SDRP) of October, 2011 includes goals which provide recommendations to increase the vitality of the economy throughout the state. This Master Plan Amendment is consistent with the policies and objectives of the State’s policies. The amendment advances the policies of the SDRP:

*#1. Targeted Economic Growth: Enhance opportunities for attraction and growth of industries of statewide and regional importance.*

*#2. Effective Planning for Vibrant Regions: Guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region.*

*#3. Preservation and Enhancement of Critical State Resources: ensure that strategies for growth include preservation of the State's critical natural, agricultural, scenic, recreation and historic resources, recognizing the role they play in sustaining and improving the quality of life for New Jersey residents and attracting economic growth.*

*#4 Tactical Alignment of Government: Enable effective resource allocation, coordination, cooperation and communication among those who play a role in meeting the mission of this Plan.*

The Master Plan Amendment has responded to each of these goals with a balanced plan for growth with preservation. It has been prepared with attention to one of Bridgewater's fundamental principles-enhancing and maintaining Bridgewater's quality of life.

## **12.2 THE CRITERIA-BASED APPROACH IN THE STATE STRATEGIC PLAN**

The State Strategic Plan suggests a criteria-based approach which forms a set of priority criteria values which should be used for consideration. There are several criteria and the circumstances of Bridgewater that meet these criteria.

- *Designated Centers, including Regional Centers.*
- *Existing Communities and/or Growth Areas, as designated by Regional or county Master Plans.*
- *Areas designated by existing or future federal and/or state targeted public investment programs. (This specific area is within a designated Regional Center.)*

## **12.3 GARDEN STATE VALUES IN THE STATE STRATEGIC PLAN**

The State Strategic Plan for Growth has endorsed the "Garden State Values" approach which is advanced in the recommendations of the Master Plan.

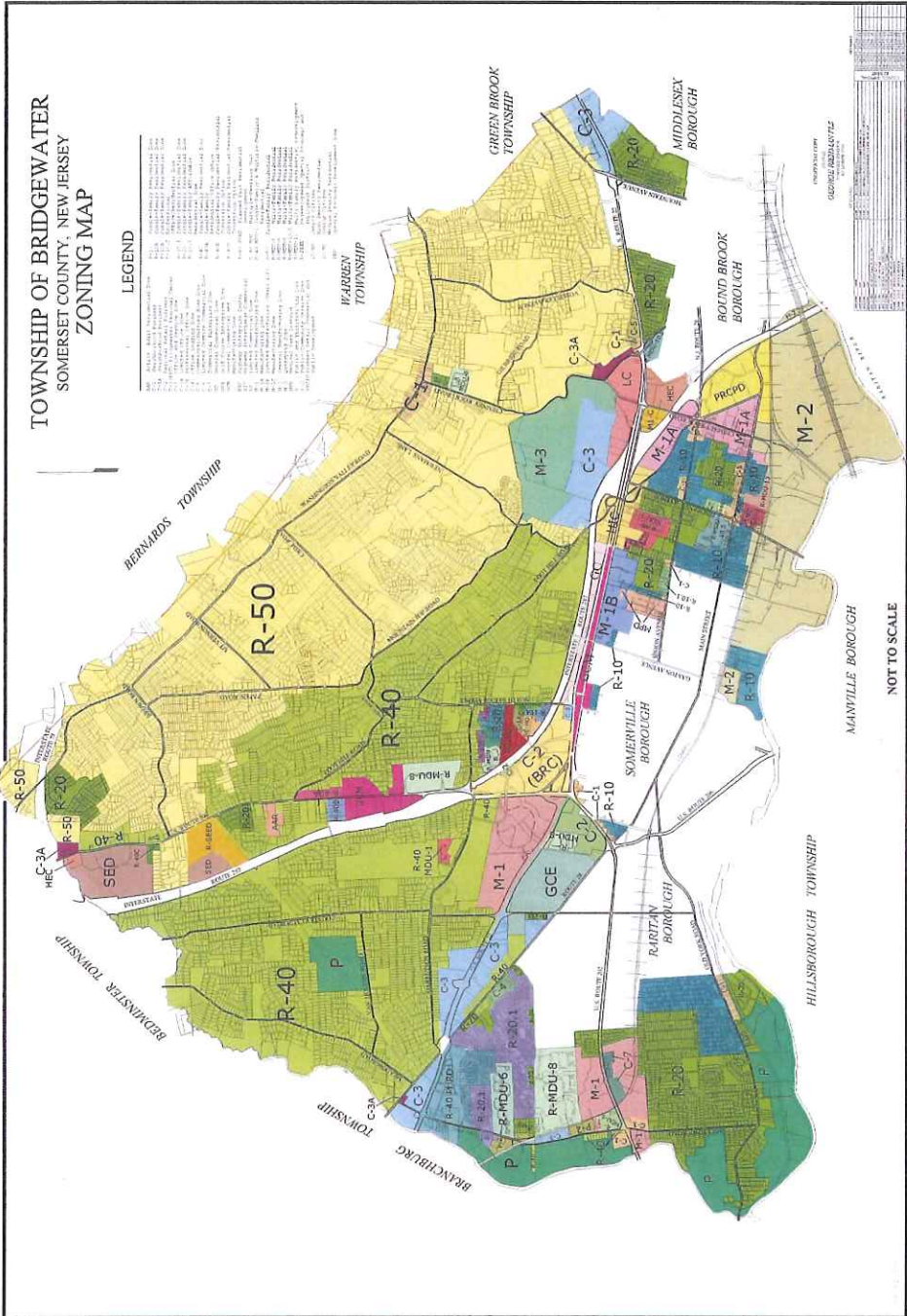
One Garden State Value is to concentrate Development and Mix Uses. *The Master Plan Amendment adds a critical component to offering a diversity of amenities which will attract and retain valued representations of the corporate sector.*

*Increase Job and Business Opportunities. Implementation of the Master Plan will encourage a more stable office campus which is currently occupied, although there are lands in the zone which are underutilized. The Bridgewater Regional Corporate Center will benefit from its proximity to a highway network, the Bridgewater Commons and the synergistic relationship of the diverse uses within the zone.*



**FIGURE 1 CURRENT ZONING MAP**

**TOWNSHIP OF BRIDGEWATER  
SOMERSET COUNTY, NEW JERSEY  
ZONING MAP**



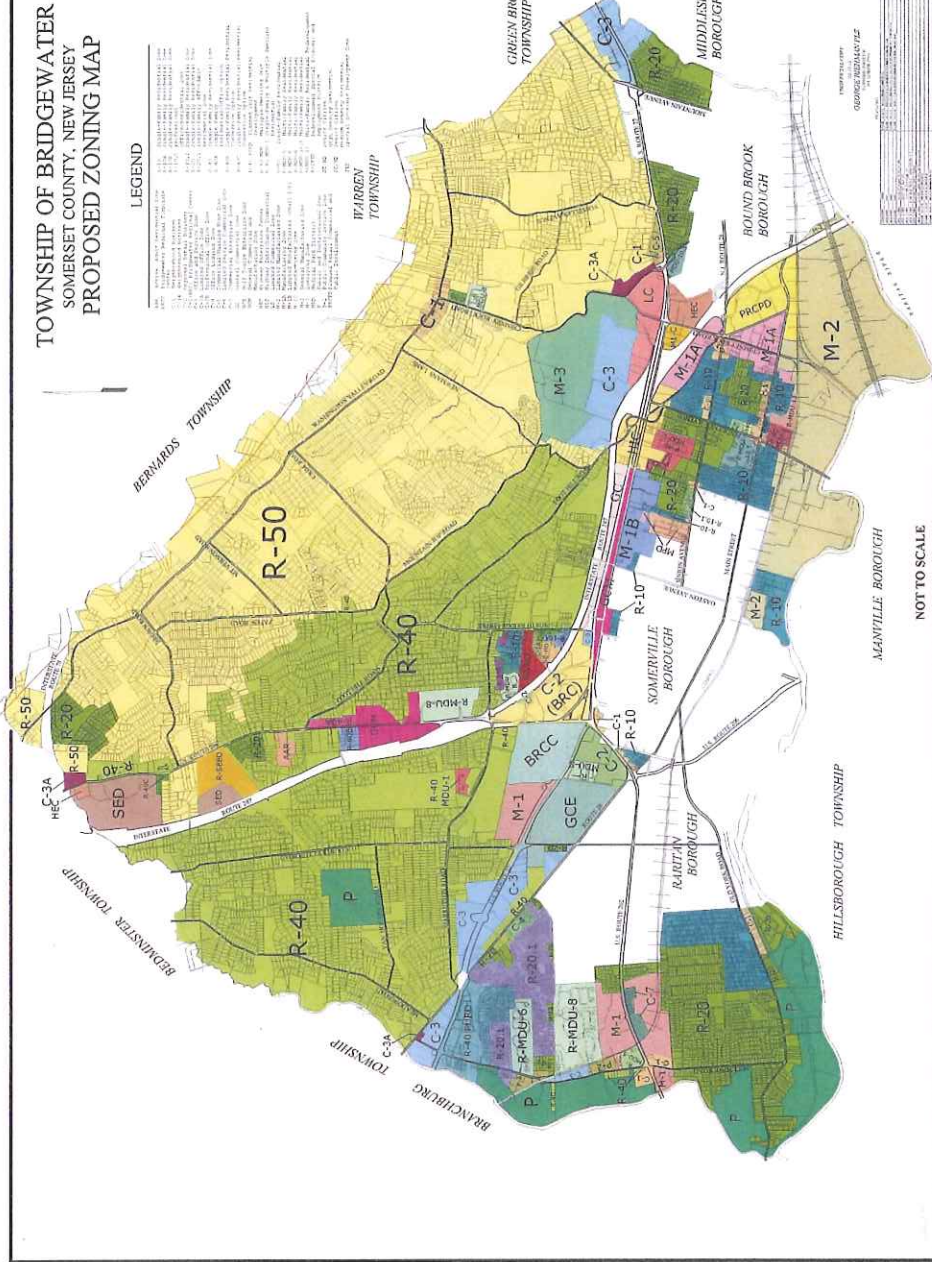
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**FIGURE 2 PROPOSED ZONING MAP**

### TOWNSHIP OF BRIDGEWATER SOMERSET COUNTY, NEW JERSEY PROPOSED ZONING MAP

**LEGEND**

Color/Label	Description
R-50	Single-Family Detached, Large Lots
R-40	Single-Family Detached, Medium Lots
R-30	Single-Family Detached, Medium Lots
R-20	Single-Family Detached, Medium Lots
R-10	Single-Family Detached, Medium Lots
R-MDU-8	Medium-Density Urban, 8 Units
R-MDU-6	Medium-Density Urban, 6 Units
R-MDU-4	Medium-Density Urban, 4 Units
R-MDU-3	Medium-Density Urban, 3 Units
R-MDU-2	Medium-Density Urban, 2 Units
R-MDU-1	Medium-Density Urban, 1 Unit
R-40-P	Professional Office
R-40-M	Medium-Density Urban, 4 Units
R-40-L	Low-Density Urban, 4 Units
R-40-H	High-Density Urban, 4 Units
R-40-C	Community Center
R-40-S	Shopping Center
R-40-A	Adult Community Center
R-40-T	Terrace
R-40-O	Office
R-40-I	Industrial
R-40-E	Employment
R-40-M-1	Medium-Density Urban, 1 Unit
R-40-M-2	Medium-Density Urban, 2 Units
R-40-M-3	Medium-Density Urban, 3 Units
R-40-M-4	Medium-Density Urban, 4 Units
R-40-M-5	Medium-Density Urban, 5 Units
R-40-M-6	Medium-Density Urban, 6 Units
R-40-M-7	Medium-Density Urban, 7 Units
R-40-M-8	Medium-Density Urban, 8 Units
R-40-M-9	Medium-Density Urban, 9 Units
R-40-M-10	Medium-Density Urban, 10 Units
R-40-M-11	Medium-Density Urban, 11 Units
R-40-M-12	Medium-Density Urban, 12 Units
R-40-M-13	Medium-Density Urban, 13 Units
R-40-M-14	Medium-Density Urban, 14 Units
R-40-M-15	Medium-Density Urban, 15 Units
R-40-M-16	Medium-Density Urban, 16 Units
R-40-M-17	Medium-Density Urban, 17 Units
R-40-M-18	Medium-Density Urban, 18 Units
R-40-M-19	Medium-Density Urban, 19 Units
R-40-M-20	Medium-Density Urban, 20 Units
R-40-M-21	Medium-Density Urban, 21 Units
R-40-M-22	Medium-Density Urban, 22 Units
R-40-M-23	Medium-Density Urban, 23 Units
R-40-M-24	Medium-Density Urban, 24 Units
R-40-M-25	Medium-Density Urban, 25 Units
R-40-M-26	Medium-Density Urban, 26 Units
R-40-M-27	Medium-Density Urban, 27 Units
R-40-M-28	Medium-Density Urban, 28 Units
R-40-M-29	Medium-Density Urban, 29 Units
R-40-M-30	Medium-Density Urban, 30 Units
R-40-M-31	Medium-Density Urban, 31 Units
R-40-M-32	Medium-Density Urban, 32 Units
R-40-M-33	Medium-Density Urban, 33 Units
R-40-M-34	Medium-Density Urban, 34 Units
R-40-M-35	Medium-Density Urban, 35 Units
R-40-M-36	Medium-Density Urban, 36 Units
R-40-M-37	Medium-Density Urban, 37 Units
R-40-M-38	Medium-Density Urban, 38 Units
R-40-M-39	Medium-Density Urban, 39 Units
R-40-M-40	Medium-Density Urban, 40 Units
R-40-M-41	Medium-Density Urban, 41 Units
R-40-M-42	Medium-Density Urban, 42 Units
R-40-M-43	Medium-Density Urban, 43 Units
R-40-M-44	Medium-Density Urban, 44 Units
R-40-M-45	Medium-Density Urban, 45 Units
R-40-M-46	Medium-Density Urban, 46 Units
R-40-M-47	Medium-Density Urban, 47 Units
R-40-M-48	Medium-Density Urban, 48 Units
R-40-M-49	Medium-Density Urban, 49 Units
R-40-M-50	Medium-Density Urban, 50 Units
R-40-M-51	Medium-Density Urban, 51 Units
R-40-M-52	Medium-Density Urban, 52 Units
R-40-M-53	Medium-Density Urban, 53 Units
R-40-M-54	Medium-Density Urban, 54 Units
R-40-M-55	Medium-Density Urban, 55 Units
R-40-M-56	Medium-Density Urban, 56 Units
R-40-M-57	Medium-Density Urban, 57 Units
R-40-M-58	Medium-Density Urban, 58 Units
R-40-M-59	Medium-Density Urban, 59 Units
R-40-M-60	Medium-Density Urban, 60 Units
R-40-M-61	Medium-Density Urban, 61 Units
R-40-M-62	Medium-Density Urban, 62 Units
R-40-M-63	Medium-Density Urban, 63 Units
R-40-M-64	Medium-Density Urban, 64 Units
R-40-M-65	Medium-Density Urban, 65 Units
R-40-M-66	Medium-Density Urban, 66 Units
R-40-M-67	Medium-Density Urban, 67 Units
R-40-M-68	Medium-Density Urban, 68 Units
R-40-M-69	Medium-Density Urban, 69 Units
R-40-M-70	Medium-Density Urban, 70 Units
R-40-M-71	Medium-Density Urban, 71 Units
R-40-M-72	Medium-Density Urban, 72 Units
R-40-M-73	Medium-Density Urban, 73 Units
R-40-M-74	Medium-Density Urban, 74 Units
R-40-M-75	Medium-Density Urban, 75 Units
R-40-M-76	Medium-Density Urban, 76 Units
R-40-M-77	Medium-Density Urban, 77 Units
R-40-M-78	Medium-Density Urban, 78 Units
R-40-M-79	Medium-Density Urban, 79 Units
R-40-M-80	Medium-Density Urban, 80 Units
R-40-M-81	Medium-Density Urban, 81 Units
R-40-M-82	Medium-Density Urban, 82 Units
R-40-M-83	Medium-Density Urban, 83 Units
R-40-M-84	Medium-Density Urban, 84 Units
R-40-M-85	Medium-Density Urban, 85 Units
R-40-M-86	Medium-Density Urban, 86 Units
R-40-M-87	Medium-Density Urban, 87 Units
R-40-M-88	Medium-Density Urban, 88 Units
R-40-M-89	Medium-Density Urban, 89 Units
R-40-M-90	Medium-Density Urban, 90 Units
R-40-M-91	Medium-Density Urban, 91 Units
R-40-M-92	Medium-Density Urban, 92 Units
R-40-M-93	Medium-Density Urban, 93 Units
R-40-M-94	Medium-Density Urban, 94 Units
R-40-M-95	Medium-Density Urban, 95 Units
R-40-M-96	Medium-Density Urban, 96 Units
R-40-M-97	Medium-Density Urban, 97 Units
R-40-M-98	Medium-Density Urban, 98 Units
R-40-M-99	Medium-Density Urban, 99 Units
R-40-M-100	Medium-Density Urban, 100 Units



NOT TO SCALE