



Middlesex County

Adopted

Resolution: 25-484-R

Administration Building  
75 Bayard Street  
New Brunswick, NJ  
08901

File Number: 25-484-R

Designating The Middlesex County Planning Board As The Approving Entity Of  
The State Development And Redevelopment Plan Cross-Acceptance Process

WHEREAS the State Planning Act of 1985 (N.J.S.A. 52:18A-196 et. Seq.) created a State Planning Commission and an Office of Planning Advocacy for the purpose of establishing a cooperative planning process that involves the full participation of state, county, and local governments; and

WHEREAS the State Planning Act states that New Jersey needs integrated and coordinated planning to conserve its natural resources, to revitalize its urban centers, to provide affordable housing and adequate public facilities at a reasonable cost, to promote equal social and economic opportunity for New Jersey's citizens, and to prevent sprawl and promote the suitable use of land; and

WHEREAS the primary duty and responsibility of the State Planning Commission under the State Planning Act is the preparation of a "State Development and Redevelopment Plan;" and

WHEREAS the State Planning Act also provides that the State's counties are to have an essential role in the development of the State Plan through their participation in the Cross-acceptance process to be conducted under the Act; and

WHEREAS the Cross-acceptance process is the primary vehicle under the Act for promoting vertical coordination and integration of state, county, and local plans by affording county and municipal governments a full and open opportunity to be involved in reconciling inconsistencies between state and local policies; and

WHEREAS, by Resolution dated February 6, 2025 (#25-198-R), the Board of County Commissioners of the County of Middlesex authorized the participation of the County of Middlesex in the State Development and Redevelopment Plan Cross-Acceptance Process, but did not designate which board would be approving the plan

April 3, 2025



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during the process; and

WHEREAS, after discussions with administration, it was decided that the Planning Board should be the approving entity; and

WHEREAS, this Resolution formalizes this decision, and the Middlesex County Planning Board will approve the Final Cross-Acceptance Report on behalf of the Board of County Commissioners before it is submitted to the Office of Planning Advocacy;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of the County of Middlesex that the Middlesex County Planning Board will approve the Final Cross-Acceptance Report on behalf of the Board of County Commissioners before it is submitted to the Office of Planning Advocacy.

Approved as to form and legality

  
Marian Matta, Deputy County Counsel 3/26/2025

  
Charles Kenny, County Commissioner 4/7/2025

April 3, 2025



Middlesex County

Adopted

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<b>RESULT:</b>	<b>ADOPTED BY CONSENT VOTE [UNANIMOUS]</b>
<b>MOVER:</b>	Charles E. Tomaro, County Commissioner
<b>SECONDER:</b>	Leslie Koppel, County Commissioner
<b>AYES:</b>	Claribel Azcona-Barber, Charles Kenny, Leslie Koppel, Chanelle Scott McCullum, Shanti Narra, Charles E. Tomaro, Ronald G. Rios

I, Bridgid Egan-Sutton, Interim Clerk of the Board of County Commissioners of the County of Middlesex and State of New Jersey, do hereby certify that the above is a true copy of a resolution adopted at a meeting of the Board held on April 3, 2025

April 3, 2025

**RESOLUTION # 2025-06**

**RESOLUTION OF THE MIDDLESEX COUNTY PLANNING BOARD TO APPROVE AND TO AUTHORIZE THE TRANSMITTAL OF THE MIDDLESEX COUNTY CROSS-ACCEPTANCE RESPONSE TO THE STATE PLANNING COMMISSION.**

WHEREAS, the New Jersey State Planning Act (NJ Stat § 52:18A-196) calls for the periodic revision and readopting of the State Development and Redevelopment Plan (SDRP); and

WHEREAS, the SDRP shall provide a coordinated, integrated, and comprehensive plan for the growth, development, renewal, and conservation of the State and its regions, and shall identify areas for growth, agriculture, open space conservation, and other appropriate designations; and

WHEREAS, the New Jersey State Planning Commission (SPC), in accordance with the New Jersey State Planning Rules (N.J.A.C. 15:30-2.1), approved the release of the Preliminary SDRP on December 4, 2024; and

WHEREAS, the formal release of the Preliminary SDRP on December 6, 2024 commenced Cross Acceptance, an inter-jurisdictional process of soliciting and incorporating input into a Draft Final SDRP; and

WHEREAS, the County of Middlesex, in accordance with (N.J.A.C. 15:30-3.2), submitted a Notice of Participation to the New Jersey Office of Planning Advocacy (OPA) on February 6, 2025, thereby authorizing the Middlesex County Planning Board to participate in Cross Acceptance as the designated Negotiating Entity for the County of Middlesex and its municipalities; and

WHEREAS, Middlesex County's Work Program, which articulated the responsibilities of the Negotiating Entity throughout Cross Acceptance, was approved by OPA on March 21, 2025; and

WHEREAS, in said Work Program, the County of Middlesex agreed to submit comments to the SPC on the findings, recommendations, objections, and other information as set forth in the Cross Acceptance Response Template (CART); and


WHEREAS, the Middlesex County Planning Board, in its role as Negotiating Entity for the County of Middlesex, has prepared a Cross Acceptance Response summarizing the comments on the Preliminary SDRP of the County of Middlesex and of the following municipalities:


Carteret Borough  
Cranbury Township  
Dunellen Borough  
East Brunswick Township  
Edison Township  
Helmetta Borough  
Highland Park Borough  
Jamesburg Borough  
Metuchen Borough  
Middlesex Borough  
Milltown Borough



Monroe Township  
New Brunswick City  
North Brunswick Township  
Old Bridge Township  
Perth Amboy City  
Piscataway Township  
Plainsboro Township  
Sayreville Borough  
South Amboy City  
South Brunswick Township  
South Plainfield Borough  
South River Borough  
Spotswood Borough  
Woodbridge Township

NOW THEREFORE, BE IT RESOLVED that the Middlesex County Planning Board hereby approves the Middlesex County Cross Acceptance Response and authorizes its transmittal to the State Planning Commission in furtherance of its continued participation in the Cross Acceptance process toward the adoption of a new State Development and Redevelopment Plan.

  
\_\_\_\_\_  
STEVEN D. CAHN, Esq.  
County Planning Board Counsel

  
\_\_\_\_\_  
Jason Friedman, Chairman (or designee)  
Middlesex County Planning Board

Date Adopted: 6/10/25

Ronald G. Rios  
*County Commissioner Director*

Shanti Narra  
*County Commissioner Deputy Director*

Claribel A. Azcona-Barber  
Charles Kenny  
Leslie Koppel  
Chanelle Scott McCullum  
Charles E. Tomaro  
*County Commissioners*



**DEPARTMENT OF TRANSPORTATION**  
**Office of Planning**

Charles Kenny  
*Chairperson,  
Transportation*

John A. Pulomena  
*County Administrator*

Khalid Anjum  
*Department Head*

Vijayant Rajvanshi  
*Planning Director*

## Introduction

With 310 square miles across 25 municipalities, Middlesex County is a diverse and growing County at the geographic heart of New Jersey. Located roughly equidistant from both Philadelphia to the south and New York City to the north, the county is considered “prime real estate” for many, offering cities and suburbs, countryside and farms, Rutgers University, hospitals, and significant employment opportunities. Because of this, planning for and directing growth is critical to both maintain the character of individual municipalities and corners of the county, and to ensure that growth is encouraged where it’s appropriate.

As a Negotiating Entity in the State Plan Cross-Acceptance Process, Middlesex County has worked to coordinate with its municipalities, soliciting feedback on the Draft Plan by way of the Cross-Acceptance Response Template (CART) and Mapping Tool. Online training sessions were held and ongoing technical support offered during the course of the response period (roughly 6 weeks). While attendance at training was not required, a total of 23 representatives from 12 municipalities participated. Of these, eight submitted CARTs and three of the eight provided map edit requests.

Throughout the process, participation was encouraged. Despite relatively low participation rates, Middlesex County has gone to extensive efforts to consider its own consistency with the Draft Plan, and in so doing hopefully reflect the consistency of its municipalities. Likewise, the County has used GIS and aerial imagery to capture hundreds of map changes across the County which will ultimately benefit each municipality as well as the County as a whole.

In the following sections we will present the findings of the County CART and the main themes, as well as a summary of the map changes. Details of each are available in the Appendix. In similar fashion, the findings of the municipal CARTS, common themes among them and with the County will be identified, and map changes summarized.

We are confident that our analysis herein will prove informative for the state as the Plan adoption process continues, and we look forward to ongoing collaboration during the negotiation phase of Cross-Acceptance.



# County CART

The complete Middlesex County CART can be found in Appendix A of this report, along with a Consistency Review report summarizing each of eleven County planning documents. These documents date from 1970 (Master Plan) to current drafts pending adoption.

These documents are as follows:

1. Middlesex County Draft Destination 2040 Strategic Plan
2. Middlesex County Comprehensive Farmland Preservation Plan
3. Middlesex County Open Space and Recreation Plan
4. Middlesex County Draft Guide to a Countywide Greenway Network
5. Middlesex County Draft Bike Easy. Walk Safely. Plan
6. Middlesex County Draft Right of Way Plan
7. Middlesex County Transportation Plan
8. Middlesex County Vision Zero Action Plan
9. Middlesex County - Forward Together (Middlesex County Coordinated Public Transit Human Services Transportation Plan)
10. Middlesex County Draft Invest Smart Plan
11. Middlesex County 1970 Comprehensive Master Plan

Each of these eleven Plans was reviewed for consistency with the ten policy goals set forth in the Draft State Plan. Goal-by-goal, the reports included in the Appendix demonstrate how the County plans support, advance, and mirror the draft State Plan. All of the County documents were found to be consistent and working toward the same vision that the state has set forth, creating an ideal scenario where the county comes to the table already aligned with the state's priorities. No revisions or repositioning is anticipated.

Key takeaways from the Middlesex County CART:

- Overall Consistency - Middlesex County demonstrates complete alignment with the Draft Preliminary State Plan, with plans wholly consistent with state goals and policies.
- Critical Implementation Gap - The State Plan lacks implementation guidance and technical assistance, which could be resolved by creating a Technical Assistance Division within the OPA to provide grants and staff support for local projects.
- Major Policy and Mapping Priorities
  - The County's most significant specific request is recognition of the Peter J. Barnes III Wildlife Preserve (660 acres spanning three municipalities) as an "Area of Critical State Concern." This Preserve was approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission. This unique wetland ecosystem in a dense urban environment needs to be added to both the State Plan text and Policy Map.
  - The area between Raritan Center and Middlesex College should be amended from PA5 to PA1 to accommodate Middlesex County's Community, Innovation, and Opportunity (CIO) Strategic Investment Plan, which is meant to transform the area into a regional park destination with several of the proposed amenities available not just to the college students, but to the greater community, including athletic facilities, open space preservation, and stormwater management.
  - Extensive Technical Corrections to the State Plan Policy Map (SPPM) are Needed —Nearly 800 corrective mapping amendment polygons have been identified, covering a grand total of approximately 27,172 acres, or about 42.5 square miles. While engaged in



the identification of correction areas, staff of the Middlesex County Office of Planning (MCOP) observed notable locations where the planning area boundaries on the current version of the SPPM are still largely reflective of baseline data, conditions and characteristics as of the years leading up to the adoption of the first SPPM in 1992 (the Communities of Place version of the SPPM; adopted over three decades ago).

- The top three goals and priorities for the County are land development and redevelopment, economic development, and farmland/open space preservation.

As part of the CART, Appendix B of this report includes the Negotiating Agenda. As required by the Cross-Acceptance Manual, this document includes:

1. Cover sheet stating entity, county, and date.
2. Contact Information to include contact person and person responsible for Response Template.
3. Public participation program results, including meeting schedules, hearings, interested parties list.
4. Provide a clear statement of the planning policy in question and the municipal, county, regional, or statewide ramifications of implementing that particular planning policy of The Preliminary State Plan or the ramifications of not addressing a particular planning policy.
5. State Plan Citation: Cite the pertinent goal, policy, criterion, section, page number, etc. in either the State Plan or The Preliminary State Plan.
6. Alternative: Propose a reasonable alternative that may be equally effective in meeting the goals of the State Planning Act, or if there is no preferred alternative, why deletion of the State Plan Provision would be beneficial. If the issue involved something that is not currently addressed in the State Plan, propose a viable way of adding it to the Plan.

The Negotiating Agenda demonstrates that, with the exception of the Peter J. Barnes III text and mapping change, all other policy changes requested are mapping changes. The rationale for each map amendment is provided.



# County Map Amendments

Appendix C (County Map Amendments) of this report includes 777 requested State Plan Policy Map (SPPM) map amendments in both map and tabular form and provides detailed justifications for each individual map amendment. The spreadsheet that is included in Appendix C, attached for review, is summarized into broad mapping amendment categories as follows:

- *Creation of Peter J. Barnes III Wildlife Preserve (proposed new PA15):*
  - The amendments from the Environmentally Sensitive (PA5) and Metropolitan (PA1) planning areas to the new PA15 planning area consist of 19 amendment polygons encompassing about 783 total acres.
    - There are 2 amendment polygons covering approximately 579 acres currently designated in the Environmentally Sensitive Planning Area (PA5).
    - There are 17 amendment polygons covering approximately 204 acres that are currently designated in the Metropolitan Planning Area (PA1).
  - Not included in the preceding 19 amendments, there are an additional 18 related amendments (revisions from PA5 to PA1) covering approximately 27.6 acres, which represent a necessary realignment of the edge of PA1 to coincide with the boundary of the proposed new PA15.
- *Adding area to Metropolitan (PA1) and Suburban (PA2) planning areas from locations that are currently in Rural (PA4), Rural Environmentally Sensitive (PA4B), and Environmentally Sensitive (PA5) planning areas:*
  - These amendments account for 249 of the 777 total amendment polygons (32%) and cover nearly 4.1 square miles, equivalent to approximately 2,616 acres.
- *Adding area to Rural (PA4), Rural Environmentally Sensitive (PA4B), and Environmentally Sensitive (PA5) planning areas from locations that are currently in Metropolitan (PA1) and Suburban (PA2) planning areas:*
  - These amendments account for 147 of the 777 total amendments (19%) covering almost 8.2 square miles, or just about 5,225 acres.
- *Adding area to Metropolitan (PA1) planning areas from locations that are currently in Suburban (PA2) planning areas:*
  - These amendments account for 19 of the 777 total amendments (2.5%) covering almost 3 square miles, or just about 1,900 acres, and representing roughly 7% of the total 27,172 acres in the amendment polygons.
- *Corrective Amendments to Parks and Open Space (PA8):* The set of 325 corrective amendments related to PA8 seeks to accurately represent the alignment of PA8 boundaries on the SPPM based upon the most current and authoritative, readily available GIS data layers. Fourteen (14)\* of the distinct parks and open space properties within Middlesex County represented on the current SPPM were evaluated for corrective amendments [\*due to time constraints, park corrections to park boundaries in Plainsboro and the Kingston section of South Brunswick are not included in the amendments layer]. No new parks or open space properties not already represented on the SPPM have been evaluated for inclusion in the corrective amendments process conducted by the Middlesex County Office of Planning (MCOP).
  - PA8 corrections overall account for 325 out of the 777 total amendment polygons (42%) and cover almost 7.8 square miles, equivalent to nearly 5,000 acres of the County.
  - Amendment polygons associated with areas that are NOT in a public park and NOT preserved open space but currently represented on the SPPM as preserved open space and public parks, consist of 138 amendments covering approximately 1,436 acres (more than 2.2 square miles).
  - Amendment polygons associated with areas in a park or preserved open space but currently represented on the SPPM as not being PA8 consist of 172 amendments covering approximately 1,152 acres (roughly 1.8 square miles).



- Lastly, 15 of the 325 PA8 amendments, covering 3.74 square miles or 2,397 acres, are associated with corrections to erroneous park ownership type attribution in the Detail 2 attribute of the SPPM GIS layer.

The following table summarizes the geographic distribution of County Map Amendments by quadrangle map.

Quadrangle Number	NJGS Quadrangle Name	Amendment Count	Amendment Acres	Percent of Amendments	Percent of Amendment Acres
60	Bound Brook, NJ	1	1	0.1%	0.0%
61	Plainfield, NJ	46	872	5.9%	3.2%
62	Perth Amboy, NJ-NY	17	11	2.2%	0.0%
70	Monmouth Junction, NJ	9	639	1.2%	2.4%
71	New Brunswick, NJ	211	6,892	27.2%	25.4%
71	New Brunswick NJ	8	3	1.0%	0.0%
72	South Amboy NJ-NY	104	1,250	13.4%	4.6%
72	South Amboy, NJ-NY	176	2,329	22.7%	8.6%
73	Keyport NJ-NY	2	35	0.3%	0.1%
78	Princeton, NJ	1	96	0.1%	0.4%
79	Hightstown, NJ	46	4,126	5.9%	15.2%
80	Jamesburg, NJ	74	9,702	9.5%	35.7%
80	Jamesburg NJ	4	359	0.5%	1.3%
81	Freehold NJ	62	342	8.0%	1.3%
81	Freehold, NJ	16	514	2.1%	1.9%
<b>Total</b>		<b>777</b>	<b>27,172</b>	<b>100.0%</b>	<b>100.0%</b>





# Municipal CARTs

All municipalities were asked to submit a municipal CART to share their feedback on the Preliminary State Plan. While only eight municipalities responded, this likely means that those silent municipalities are satisfied with the draft and do not foresee any conflict in incorporating the goals established therein into their own local planning documents. That, combined with the expectation that the County-wide CART may complement the municipal CARTs, leaves us confident that this analysis will be comprehensive.

A complete spreadsheet of municipal CART responses can be found in Appendix D of this report. CART responses were received from eight municipalities: Piscataway, New Brunswick, Jamesburg, Woodbridge, Highland Park, Middlesex, North Brunswick, and Metuchen.

Of these municipalities, all eight affirmed that they have a current Land Use Plan in place as required by the state, though one dates from 1983; all eight also have a Housing Plan. Six municipalities have a Recreation Plan, five have a Circulation Plan, and five have a Community Facilities Plan.

Seven of the eight municipalities indicated that their existing planning documents are in alignment with the Draft State Plan, with Jamesburg reporting that consistency updates would be made at the time of the next Reexamination. Respondents all agreed that their existing Plans aligned with the goals established in the Draft State Plan, and secondary feedback emphasized that transit villages and redevelopment, affordable housing, and downtown development are preferred strategies to advance the goals.

Municipalities also evaluated the appropriateness of existing State Planning Areas to suit current and future development. All responses were positive, with added details from Highland Park noting that, "it may be worth considering placing the Rutgers Ecological Preserve, including parts of Piscataway and Edison, as well as the existing municipal and county parks along the Raritan River, into PA-5," and a higher level suggestion of establishing "enhanced PA-1 core areas, perhaps as PA-1A, and remaining transitional metro areas as PA-1B." North Brunswick was clear about their wish to have their Transit Village designated as a Center, even if that is not part of the current process. Metuchen raised the issue of "placing the future County park associated with the Peter J. Barnes III Wildlife Preserve (as part of the Gulton redevelopment project) into PA-5," which is also a County comment, and the idea of establishing "enhanced PA-1 core areas," mirroring the above comment from Highland Park.

Very few responses had any feedback on the request to provide detailed discussion of any issues or recommendations to the Preliminary State Plan in order to better meet local needs, suggesting overall satisfaction to date. North Brunswick recommended that "it be made clear that state infrastructure resources should be targeted specifically to facilitate the construction of rail stations given their enormous cost," and Metuchen recommended "greater emphasis on transit-oriented developments and emphasizing actual centers within PA-1, not necessarily suburban/rural areas that happen to be within PA-1."

A common theme that appeared time and again in CART responses was Redevelopment. Most municipalities use the tool of redevelopment as authorized by the Local Redevelopment and Housing Law (LRHL) which enables local governments to undertake redevelopment, although in varying degrees, with zero redevelopment plan areas in Jamesburg and an outlier of 96 plans in Middlesex. Municipalities consistently referenced redevelopment as a core strategy for economic development, housing, and downtown revitalization. As mentioned above, multiple municipalities explicitly connected their redevelopment efforts to state planning goals, showing that it's seen as a key tool for smart growth.

When asked what there three most important local and regional land use planning goals and priorities were, economic development (mentioned in some way by seven of the eight responses), and housing/affordable housing (mentioned in six of the eight responses) were the two most common answers.



# Municipal Map Amendments

As with the CART, all municipalities were asked to submit any map amendment requests. While only three reported map change requests, the extensive County-identified map changes discussed earlier should capture most, if not all, appropriate revisions.

Appendix E of this report includes municipal map amendments in both tabular and map form. There are a total of 13 map file corrections, with the reasons for each map amendment provided on the spreadsheet.

The municipalities which submitted map amendments were North Brunswick (4 edits), Highland Park (6 edits, including 1 for Edison and 1 for Piscataway), and Metuchen (3 edits). Of these amendments, several mirrored edits requested by the County:

- Three of the four edits in North Brunswick are noted in both tables (County amendments 71-107, 108, 109, and 110 are the same as NB-1, 2, and 3)
- One of the three edits in Metuchen is noted in both tables (County amendments 61-1, 2, 3, 6, 7, 8, 10, 11, and 12 correspond to MT-1)

Overall, the municipalities reported areas which have been developed and should be re-designated as PA1, as well as parks and open space areas for which protection was sought by way of redesignating from PA1 to PA5 or PA8. Both North Brunswick and Highland Park expressed interest in a center designation, with Highland Park and Metuchen alternatively suggesting a new downtown designation of PA-1A (also discussed in their respective CARTs).





# Appendix A – County CART and Consistency Review reports



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## A.2 Cross-Acceptance Response Template

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### Section 1: Consistency with The Preliminary State Plan

**If a municipality or regional entity obtained Plan Endorsement that has not expired, this section does not need to be completed.**

1. Indicate which documents the municipality or county has and the dates of adoption:
  - ☒ Most recent adopted Master Plan and any draft elements currently being considered
  - ☐ Master Plan Reexamination Report(s) See Middlesex County Consistency Review document attached for adoption dates.
  - ☒ Official Map pursuant to N.J.S.A. 55D-32 (Adopted 1971)
  - ☐ Land use map
  - ☐ Zoning Ordinance and other land development standards (Site Plan and Subdivision Resolutions. Adopted 1970's. In the process of being updated.)
  - ☐ Zoning map and schedule
  - ☐ Natural Resource Inventory
  - ☒ Recreation and Open Space Inventory (ROSI) (Adopted 2021)
  - ☐ Redevelopment and/or rehabilitation plan(s) adopted pursuant to the Local Redevelopment and Housing Law (LRHL)
  - ☐ Resource protection ordinances
  - ☒ Farmland Preservation/Agricultural Retention Plan (Adopted 2022)
  - ☒ Any other adopted planning documents: Vision Zero (adopted in August 2022; Forward Together (adopted on June 20, 2024)
2. **Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal and county plans have incorporated key concepts and policy objectives.**

The following Middlesex County Plans are wholly consistent with the goals and policies presented in the *Preliminary State Plan*:

- *The Middlesex County Draft Strategic Plan (Destination 2040)*
- *The Middlesex County Comprehensive Farmland Preservation Plan*
- *The Middlesex County Open Space and Recreation Plan*
- *The Middlesex County Draft Greenway Guide*
- *The Middlesex County Draft Bicycle and Pedestrian Plan*
- *The Middlesex County Draft Invest Smart Plan*
- *The Middlesex County Draft Right of Way Plan*
- *The Middlesex County Vision Zero Action Plan*
- *The Middlesex County Transportation Plan*

- *The Forward Together Plan*
- *The 1970 Middlesex County Master Plan*

**For the County's detailed analysis please see the attached *Middlesex County Master Plan Elements: Consistency Review with Preliminary State Plan*, for details.**

**3. If inconsistent how will the municipality or county become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**

*Middlesex County's Comprehensive Master Plan* is wholly consistent with the *Preliminary State Plan*.

**4. How well do the designated State Planning Areas suit the current and future development of your municipality and/or county?**

The existing State Planning Areas reflect the current development in Middlesex County, except for the PA4 and PA5 areas, which, due to future development, may shift to PA1 or PA2. As submitted herein along with the County's Negotiating Agenda, a total of 777 factual map changes have been identified, representing 27,172 acres of land (42.5 square miles). These changes capture development that happened in the past decades, as well as open spaces for which preservation by way of redesignating the Planning Area is desired. Once these Planning Area corrections are made to the State Plan Policy Map, there will be greater consistency between the State Plan Policy Map's State Planning Areas and the most recent GIS data layers that support it.

**Section 2: Agreements and Disagreements with The Preliminary State Plan**

**1. Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan to better meet local needs.**

The Preliminary State Plan is silent on implementation guidance and financial and technical assistance targeted to entities responsible for local planning efforts. The County recommends that the State Planning Commission create a Technical Assistance Division within the Office of Planning Advocacy (OPA). This Division could facilitate the implementation of State Plan policy objectives at the local level. For example, if a municipality or county has specific land use, housing, economic development, natural resource conservation, agriculture and farmland preservation, recreation, redevelopment, or historic preservation project, OPA could provide grant monies and staff assistance, to see such projects that are consistent with the *State Plan* through to fruition. It is critical that the State Plan provides thoughtful guidance on implementation and that OPA facilitate meetings between localities and state

agencies to work out differences in interpretations and overcome obstacles such that local and regional projects, plans, and policies can move forward.

**2. Provide a detailed explanation of how municipal and county plans will be modified to create a greater degree of consistency.**

Middlesex County's overarching vision, which is translated into the County's Plans, is found in the *Draft Destination 2040 Strategic Plan*. The ten Goals and twenty-five Strategic Objectives lay the foundation for *Middlesex County's Comprehensive Plan* and inform all the planning policy work in the County. All ten policy goals contained in the *Preliminary State Plan* are wholly consistent with *Destination 2040* and the *County's Comprehensive Plan*.

**3. Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as make recommendations as to possible revisions to those plans or programs that would enhance State Plan implementation at all levels of government.**

To ensure participation and long-term compliance with the State Plan, state agency financial incentives and technical assistance must be built into the Cross-Acceptance process. This will ensure that counties and municipalities embrace not only the State Plan but also what the planning area designations are on the State Plan Policy Map when confronted by development.

**4. Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC. The agenda should state the issues being presented, propose alternatives and provide direct citations of pertinent State Plan provisions wherever possible. OPA will then schedule meetings with the negotiating entity to work through the agreements and disagreements.**

See supplement attached, The Negotiating Agenda, comprised of GIS map factual amendments, is provided as an Excel spreadsheet attached. There are 777 GIS shape file corrections, with the reasons for each map amendment provided on the spreadsheet that is attached for your review.

**5. Identify areas to be protected and areas where sprawl (low density auto-dependent development) has occurred and should be limited or prevented from further sprawl. Identify vulnerable areas where there is flooding or other environmental concerns and what could be done to protect them.**

The Regional Planning and “Areas of Critical State Concern” section of the *Preliminary State Plan*, on pages 61 to 62, highlights that the *Preliminary State Plan* should coordinate with “Areas of Critical State Concern” such as the Pinelands Commission, the Highlands Planning Council, the New Jersey Sports and Exposition Authority, the Fort Monmouth Economic Revitalization Authority, and the Casino Reinvestment Development Authority. *The Preliminary State Plan* goes on to state, “that the *State Plan* should identify other “Areas of Critical State Concern” that need to be addressed in the future.” This is consistent with Section 52:18A206 a of the State Planning Act which states the above and that the “State Planning Commission shall rely on the adopted plans and regulations of these entities in developing the State Development and Redevelopment Plan.”

The Peter J. Barnes III Wildlife Preserve located in Middlesex County, and the associated Peter J. Barnes III Wildlife Preservation Commission, meets the definition of “Areas of Critical State Concern” mentioned in the above paragraph and found in the *Preliminary State Plan*. (Please note that this Area of Critical State Concern was created through state legislation on October 1<sup>st</sup>, 2009, and at that time, the area was named the Dismal Swamp Preserve--P.L. 2009, c. 132 A3072. The legislation was amended in 2021--2021/P.L. 2009, c.132 A5822--and renamed the Peter J. Barnes III Wildlife Preserve.) This environmentally unique area, spanning Edison Township, Metuchen Borough, and South Plainfield Borough in Middlesex County, represents one of the last remaining wetland ecosystems in a highly urbanized environment in the State. It is critical that the *Preliminary State Plan* incorporates the Peter J. Barnes III Wildlife Preserve as an “Area of Critical State Concern,” not only in the text of the new *State Plan*, but also as a designated “Area of Critical State Concern” on the updated State Policy Map.

The Peter J. Barnes III Wildlife Preserve is comprised of approximately 660 acres of freshwater wetlands, forested uplands, and meadows in a densely populated, highly developed central part of the State, offering unique natural habitat including federal priority wetlands. Over 15 different bird species have been spotted in the preserve, including the threatened and endangered grasshopper sparrow and yellow crowned night heron. In addition, 25 mammals and over a dozen reptile and amphibian species have been sighted, and archeological digs have uncovered at least 5 significant archeological sites, including one that is at least 10,000 years old.

This significant State environmental resource, which is located in a dense urban environment, has been preserved by State Statute, yet is not mentioned in the Preliminary State Plan, nor is it represented on the State Plan Policy Map. **Middlesex County is requesting that this situation be addressed and rectified during the negotiation phase such that both the text of the State Plan and the GIS behind the**

**State Plan Policy Map be updated to include this special geographic area.**

**6. Does the municipality and/or county have an open space plan? Open space tax?**

Yes. The *Middlesex County Open Space and Recreation Plan* was adopted by the Middlesex County Planning Board on February 8, 2022, and endorsed by the Middlesex County Board of County Commissioners on March 17, 2022. The annual dedicated Middlesex County Open Space/Farmland Preservation Tax Rate, as of November 2024, was \$0.03/\$100.00.

**7. Is the municipality a member of Sustainable Jersey? If not, what are the reasons for not participating? Does the municipality have other environmental groups, such as an Environmental Commission or a Green Team?**

N/A

**8. Please indicate your community's three most important local and regional land use planning goals and priorities:**

Middlesex County's top three goals and priorities are land development and redevelopment, economic development, and farmland and open space preservation. Middlesex County will work with our municipalities to implement the goals and policies of *Invest Smart*, the County's draft strategic regional planning framework. *Invest Smart* is a place-based economic development framework that guides County planning efforts and effectively targets resources and programming. The framework encourages sustained investments that "build on" existing assets in specific areas of the County, identified based on sound planning principles.

**9. Please list the Negotiating Committee members:**

Charles Kenny, Commissioner

[Charles.Kenny@co.middlesex.nj.us](mailto:Charles.Kenny@co.middlesex.nj.us)

Vijayant Rajvanshi, Middlesex County Planning Director

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Mirah Becker, Supervising Planner, Regional Planning

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Ryan Rapp, Supervising Planner, Spatial Data Services

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Kristin Russell, Colliers Engineering

[Kristin.Russell@collierseng.com](mailto:Kristin.Russell@collierseng.com)

**10. Will your County require a translator at the public hearings? If so, please identify the language:**

N/A

**11. Additional comment(s):**

**Middlesex County Master Plan Elements: Consistency  
Review with Preliminary State Plan**



## **Middlesex County Draft Destination 2040 Strategic Plan**

State Plan Goals are from the Preliminary State Plan

Destination 2040 Strategic Plan is comprised of Goals and Strategic Initiatives that represent the overarching structure of D2040, the backbone of Middlesex County's Comprehensive Plan, and are incorporated into the following focus areas: Economic and Workforce Competitiveness; Transportation and Mobility; Land use, Development, and Housing; Community Resilience; and Healthy, Safe and Inclusive Communities. Each focus area includes a long-term vision, and associated goals and objectives developed through extensive stakeholders and public outreach throughout the County. A total of twenty-five goals and fifty strategic initiatives are delineated and represent the vision and overarching themes that are incorporated into the Middlesex County Comprehensive Plan. The Goals and Strategic Initiatives that complement the Goals in the Preliminary State Plan are analyzed below.

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Draft Destination 2040 Strategic Plan that are in policy alignment with the Preliminary State Plan.

### **Equity Goal**

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - "Create a safe environment for all users of the transportation system."
  - "Promote convenient travel options for all."
  - "Address mobility needs and gaps, especially for marginalized groups."
  - "Make it easier and safer for everyone to walk and bike."
  - "Promote the development of inclusive, vibrant communities and neighborhoods." (Pages 3 -9)

### **Climate Change Goal**

- Effectively address the adverse impacts of global climate change.
  - "Reduce greenhouse gas emissions."
  - "Prepare for climate change."
  - "Enhance community resilience."
  - "Improve floodplain management."
  - "Reduce energy consumption and promote the use of renewable energy sources."
  - "Update the County's All Hazards Mitigation Plan to address weather and climate-related hazards."
  - "Develop a comprehensive, coordinated countywide floodplain management strategy that addresses current and future flood risk associated with precipitation, sea-level rise and storm surge."

- “Adapt County facilities and critical infrastructure to changing climate conditions.” (Pages 1-19)

## **Natural & Water Resources Goal**

- Protect, maintain, and restore the State’s natural and water resources and ecosystems.
  - “Preserve and steward natural resources and wildlife habitats.”
  - “Reduce the adverse impacts of stormwater runoff.”
- Natural Resource and Ecosystems Priorities – Habitat Preservation and Restoration
  - “Identify a network of greenway linkages countywide that connect upland and aquatic habitats, and work with partners to implement the network.”
  - “Identify and prioritize the acquisition of open space resources that serve to link disconnected wildlife habitats.”
  - “Work with municipalities to preserve and enhance green spaces and natural habitats in urban areas of the County.”
  - “Identify and map critical wildlife habitats countywide and work with municipalities to implement natural resource and wildlife habitat overlay zones to protect these habitats.”
  - “Work with partners to designate the Dismal Swamp Preservation Area as a Special Resource Area in the State Plan and on the State Plan Policy Map, and as a National Urban Preserve by the National Park Service.”
- Natural Resource and Ecosystems Priorities – Agriculture and Food Production
  - “Work with farmers to accurately assess agricultural water use and promote irrigation technologies that increase the efficiency of agricultural water consumption.”
- Natural Resource and Ecosystems Priorities – Water Quality
  - “Encourage water purveyors to implement rate structures that advance water conservation.”
  - “Encourage water purveyors to implement rate structures that advance water conservation.”
  - “Provide technical assistance to municipalities regarding water conservation approaches, such as requiring “water-wise” landscape design for new development projects.”
  - “Increase the quality and availability of water quality monitoring data.”
- Natural Resource and Ecosystems Priorities – Air Quality
  - “Create a first in New Jersey County-led carbon sequestration program.” (Pages 14 – 19)

## **Pollution and Environmental Clean-Up Goal**

- Protect the environment, prevent and clean up pollution.
  - “Advance local redevelopment and neighborhood revitalization efforts.”
  - “Encourage sustainable and resilient land use development.”
- Pollution and Environmental Clean-Up Priorities – Brownfields Remediation and Reuse
  - “Include redevelopment of stranded commercial real estate assets, underutilized parking lots, brownfields, small-parcel contaminated properties, and neighborhoods in need of stabilization or revitalization in the County investment framework.”
- Pollution and Environmental Clean-Up Priorities – Waste Management and Recycling
  - “Improve the reliability and efficiency of existing water and sewer infrastructure and promote leading practices in septic system management.”
  - “Promote alternative treatment systems to replace failing or underperforming septic systems in appropriate locations.”
  - “Implement leading practice data collection and evaluation methods to improve the efficiency and effectiveness of waste management programs countywide.”
  - “Advocate for legislation mandating recycled content in consumer items.”
  - “Identify new markets for recyclables.” (Pages 9—13 and 14-19)

## **Revitalization and Re-Centering Goal**

- Revitalize and re-center the State’s underutilized developed areas.
  - “Advance local redevelopment and neighborhood revitalization efforts.”
  - “Identify opportunities to locate and incorporate County facilities and operations in multipurpose redevelopment projects.” (Pages 9-13)

## **Economic Development Goal**

- Promote economic growth that benefits all residents of New Jersey.
  - “Build on the County’s economic strengths and assets.”
  - “Help businesses start, stay, and grow.”
  - “Foster innovation and entrepreneurship.”
  - “Create a trained, future ready workforce.”
  - “Ensure Middlesex County remains a great place to live, work, and explore.”
- Equitable Economic Development Priorities
  - “Revitalize walkable town centers, downtowns, and commercial corridors.”
  - “Grow agriculture as an economic driver for Middlesex County.” (Pages 1-2)

## **Housing Goal**

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choice that meet their needs and offer ready access to the full range of supportive goods and services.

- “Increase access to opportunity and lower the combined cost of housing and transportation for low-income residents.”
- “Support and expand coordinated and holistic solutions to homelessness.”
- “Increase the supply of affordable, accessible housing options countywide.” (Pages 9-13)

## **Infrastructure Goal**

- Economic opportunity through nation leading infrastructure.
  - “Invest in catalytic development and infrastructure projects.”
  - “Expand the use of partnerships to support infrastructure investment and ongoing services.”
  - “Conduct an infrastructure needs assessment.”
  - “Work with appropriate consultants and partners to pilot and evaluate infrastructure financing projects that include shared responsibilities and risks between public sector jurisdictions and/or public private partnerships.” (Pages 9-13)

## **Historic and Scenic Resources Goal**

- Protect, enhance and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - “Determine how best to leverage the County’s historical assets and expertise as well as the County’s designation as a Folklife Center for the State of New Jersey.” (Page 2)
- Historic Resources, Cultural Resources and the Arts – Priorities
  - “Increase participation in arts, culture and history by eliminating/reducing access barriers.”
  - “Establish the Arts Institute as a national model for driving positive outcomes through arts, history and culture.”
  - “Develop training and resources for other County departments to leverage the power of arts, history, and culture to leverage the power of arts, history, and culture to drive County outcomes.”
  - “Increase awareness/participation in arts, history, and culture events, programs and sites through targeted outreach and promotion.”
  - “Create robust partnerships with Middlesex County schools to ensure that schools have access to high quality arts, history, and cultural programs.”
  - “Raise awareness for the role arts, culture, and history play in creating healthy communities.” (Page 2)

## **Comprehensive Planning Goal**

- Foster sound and integrated planning and implementation at all levels Statewide.
  - “Develop a Strategic Investment Framework to guide infrastructure and preservation decisions.”

- “Develop and implement a Middlesex County Investment Framework that identifies areas of the County suitable for accommodating growth and areas targeted for preservation.”
- “Develop a county development committee to coordinate and support work across departments to implement the investment framework.”
- “Create a municipal coordinating forum to encourage municipal land use and development decisions consistent with the investing framework and other related plans and processes.”
- “Ensure the investment framework includes sustainability and resilience considerations and criteria related to road, public transit, wastewater, stormwater, open space and farmland preservation, underutilized sites, and other infrastructure and facility investment.” (Pages 9-13)

## **Middlesex County Comprehensive Farmland Preservation Plan Adopted September 13, 2022**

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Farmland Preservation Plan that are in policy alignment with the Preliminary State Plan.

### **Equity Goal**

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - The Plan states on page 3 that "By preserving 5,500 acres (nearly eight square miles) of valuable and productive farmland since 1988, Middlesex County can proudly say that almost one-third of its current farmland assessed land base is preserved in perpetuity. However, some might characterize the farmland acres preserved to date as the "lower-hanging fruit," in other words, the easier acquisitions. The next challenge is to outline a strategy to preserve a meaningful amount of the remaining two-thirds of unpreserved farmland assessed area. A critical component of that strategy will be implementation of an effective outreach program to encourage more of the County's farmers to permanently preserve their part of its agricultural heritage."
  - On page 10 of the Plan, it states "Provide next generation farmers with the support they need to succeed."
  - On page 10 of the Plan, it states "Work with municipalities to implement land use and zoning changes to remove barriers to farming success."
  - On page 10 of the Plan, it states "Increase the acreage of land in active agricultural production in the County."

### **Climate Change Goal**

- Effectively address the adverse impacts of global climate change.
  - The County on page 150-151 acknowledges that the contributing limiting factor (climate change) "will require additional actions, including regenerative "best practices" to counter the adverse impacts of climate change." Moreover, this factor will be examined to develop/implement a realistic strategic approach to improve program activity that will meet the 1-, 5-, and 10-year acreage goals."

### **Natural & Water Resources Goal**

- Protect, maintain, and restore the state's natural and water resources and ecosystems.
  - In the Municipal Master Plans and Zoning section on page 85 states that six municipalities enact creative land planning & design initiatives such as the "right-to-farm type ordinances, forming agricultural districts, and municipal zoning categories such as

Cluster/PUD Farmland Dedication, Lot Averaging, Non-contiguous Cluster/Density Transfer, and Transfer of Development Rights.

- In the 'Municipal Cluster Easements' section on page 188 states a total of 10 development projects preserved farmland by way of cluster zoning specifically in Cranbury AND Monroe. Five of the six farming communities have various cluster zoning provisions.
  - In the Destination 2040 Strategic Initiatives on page 63 focuses on food innovation, one that capitalizes on the "County's agricultural businesses, the use of technology in agriculture, and food and agricultural researching happening at Rutgers University."
  - In the Natural Resource Conservation section on page 162 states the County is in a cooperative effort of individual farm operators, allied industry organizations, private groups promote farmer implementation of natural resource protection practices. "In general, these best management practices are developed with the clear objective of striking the required equitable balance between the needs of maintaining a sustainable agricultural industry and preserving a sustainable ecosystem." Moreover, the County is in coordination of programs made available to the Middlesex County agricultural community such as Rutgers Cooperative Extension Service of Middlesex County, Natural Resource Conservation Service and the State Agriculture Development Committee
  - In the Agricultural Industry Retention, Expansion & Recruitment Strategies section on page 158-159 notes economic development opportunities through 'Community Farmers Markets, Roadside Farm Stands, Farm Markets, Specialty Markets, Rural Microenterprises.
  - In the Municipal Master Plans and Zoning section on page 91 states the County provides an overview of their municipalities strategies to enhance the agricultural industry and facilitating new agricultural development. Specifically, the following municipalities mention processes - East Brunswick has a "... simplified the permitting process for proposed agricultural uses and is considering "fast-tracking" farm-related zoning and building applications. Monroe's zoning encourages "... open space and farmland preservation by permitting farms, truck gardens, and other agricultural activities in Residential-Agricultural designated Zones.
  - In the Right-to-Farm Act & Agricultural Mediation Programs section on page 173 states "sometimes local ordinances or codes contain agricultural practices or result in increased operating costs for farmers or the need to obtain a variance.' The County notes that its municipalities have adopted right-to-farm ordinances (Cranbury, East Brunswick, Plainsboro, Piscataway, Monroe, Old Bridge and South Brunswick.)
  - In the Agricultural Industry Retention, Expansion & Recruitment Strategies section on page 153 list programs for 'farmer support' specifically like the Rutgers Cooperative Extension of Middlesex County that is offered as a training program for New and Beginner Farmers called RU Ready to Farm: Getting Rooted in the Garden State.
- Natural Resource and Ecosystems Priorities – Habitat Preservation and Restoration
    - In the State Development and Redevelopment Plan Planning Areas, Designated Centers and Endorsed Plans section on page 67 states Goal #2 "Conserve the State's Natural Resources and Systems. In the plan's discussion of this goal, farmlands are grouped with grassland and other natural landscape types for open space and habitat preservation."

- Natural Resource and Ecosystems Priorities – Agriculture and Food Production
  - In the preface section on page 3 notes to implement effective outreach program to encourage more of the county's farmers to permanently preserve their part of its agriculture heritage that fosters sustainable agricultural industry.
  - The Middlesex County Farmland Preservation Plan on page 67 states that it is consistent with the State Development and Redevelopment Plan's Goal #3 "Promote Beneficial Economic Growth Development and Renewal for all Residents of NJ." The discussion of this goal in the County Farmland Preservation Plan includes a subheading that addresses Agriculture (pages 59-61). The Middlesex County Farmland Preservation Plan calls for supporting agriculture by planning for future economic growth and development in rural areas in ways that promote the continuation of agriculture and enhance the economic viability of farming. Toward this end, the County Farmland Preservation Plan establishes a Planning Areas framework designed to guide development toward Centers, protecting outlying agricultural areas from development pressures and suburban residents' concerns about necessary farming operations perceived as nuisances."
  - In the recommended action section on page 181 states to "provide the next generation of farmers with the support needed to succeed." The County addresses this through a "comprehensive new farmer training and support systems that bring together partners from Rutgers NJAES Cooperative Extension, educational institutions, and all levels of government are essential to the continuation of farming as a viable career in the County."
- Natural Resource and Ecosystems Priorities – Water Quality
  - In the water resources section on page 167 states the County's approach of water resource conservation is in two-fold specifically conserving water supply and protecting water quality. The County notes potential best management practices with water resources conservation.

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean-up pollution.
  - In the recommended action section on pages 183-184 states to 'Promote sustainable farming practices' by "providing farmers with information, technical assistance, financial incentives to support sustainable farming, and encouraging the development of sustainable farming management plans." It calls to "encourage good stewardship of the natural systems and resources farms rely on. These sustainable practices help build and maintain healthy soil, manage water wisely, minimize pollution and promote biodiversity – protecting the environment while also improving profitability and economic vitality of the farms." Moreover, "some sustainable methods include rotating crops, planting cover crops, reducing or eliminating tillage, integrated pest management, adopting agroforestry practices, and integrating livestock and crops."
- Pollution and Environmental Clean-Up Priorities – Waste Management and Recycling



- In the Natural Resource Conservation protection coordination & programs on page 168 states “conservation plans for farming operations should include best agricultural management practices for waste management.” Also, in this section, the County provides a list of new, emerging technologies that “... may greatly benefit agricultural operations and reduce negative environmental impacts and costs...”

## Revitalization and Re-Centering

- Revitalize and re-center the state’s underutilized urbanized areas.
  - On page 63 the Plan states, “Develop and implement a strategic investment framework to guide investment decisions. This initiative identifies areas targeted for preservation investments consistent with this plan. The investment framework is designed to steer public and private investment to areas well-suited for growth, development, and redevelopment while discouraging infrastructure investments that result in the conversion of open land to residential, commercial, and industrial uses.”

## Economic Development

- Promote economic growth that benefits all residents of New Jersey.
  - On page 3, the Farmland Preservation Plan states that “There is economic value to the products of agriculture, and a preserved farm may provide pick-your-own and educational opportunities.”
  - On page 4, the Plan states, “This Farmland Preservation Plan recognizes the critical need to foster a sustainable agricultural industry, one that is economically viable for today’s Middlesex County farmers and future generations of farmers. A sustainable agricultural industry in Middlesex County enhances the quality of life of all communities by offering convenient access to locally grown Middlesex Fresh produce and horticultural products. It enhances the real estate value of the county by retaining access to fresh foods and an attractive landscape. It provides agritourism and educational opportunities to County residents and preserves the County’s natural resource base through sustained management of open lands. Preserved agriculture provides more in local property tax revenue than it requires of local services. For these reasons, this plan update is subtitled: “Strong farming. Local Foods.”
  - On page 10, the Plan states “Encourage innovation and expand the use of technology in agriculture.”
  - On page 13 the Plan states “Mission Statement: To implement a comprehensive program of agricultural retention and development, which shall have as its principal purpose the long-term encouragement of a viable agricultural business climate and the continued preservation of agricultural lands in Middlesex County, enhancing the quality of life for Middlesex County farmers and residents now and in the future.”
  - Beginning on page 152 is Chapter 6 Economic Development, which ends on page 161, which details the County’s economic development strategy and policies for farmland production and agricultural innovation and retention. The Plan states that “Stabilizing and fostering an active and productive agricultural industry” to retain viable farms; facilitating investments in agricultural infrastructure” to support, maintain and expand

the business of farming; and “identifying and facilitating the creation of new markets” to help farmers “access an ever-changing marketplace.”

- On page 156 of the Plan it states, “The Middlesex County Planning Board and Middlesex CADB support roadside stands and farm markets. There are many farmstands along with the farmers’ markets in the county (see above), and several large specialty markets and stands devoted exclusively to horticulture products. The “Grown in Middlesex” interactive map tool (described above) currently lists 43 direct market farm businesses in Middlesex County. A list of Roadside Markets in Middlesex County is provided in Appendix I and shown on Map 13.”

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choosing that meet their needs and offer ready access to the full range of supportive goods and services.
  - On page 72 the Plan states: “Of significance, however, is the fact that the number of residential dwelling units receiving certificates of occupancy in South Brunswick and Monroe combined account for more than one-third of all the residential dwelling units constructed in all six Middlesex County municipalities between 2010 and 2019 (4,141 dwelling units, or 414 per year on average). Countywide from 201 to 2019, there was a slight uptick in new residential construction (about 1,100 vs. 1,800 dwelling units annually). Overall, however, annual activity has remained relatively consistent, particularly in the six farm communities, where annual residential certificates of occupancy have remained between 400 and 600 units for the last ten years.”

## Infrastructure Goal

- Economic opportunity through nation leading infrastructure.
  - On page 138, in the Approval of Residential Opportunities section, the plan states residential development opportunities on preserved farms which are limited to agricultural labor housing (Residual Dwelling Site Opportunities).

## Historic and Scenic Resources Goal

- Protect, enhance and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - On page 3 the Plan states, “The land remains open, providing scenic vistas and variety in the landscape.”
  - On page 4 the Plan states, “The farmer/landowner retains their familial heritage of the farming lifestyle.”
  - On page 5 the Plan states, that one of the goals is to “enhance the quality of life for farmers and society as a whole.”
  - On page 61 the Plan states that “Historic and cultural preservation and farmland and open space preservation have been longstanding interlinked concerns in Middlesex County. The 1985 Supplement to the Middlesex County Inventory of Historic, Cultural and Architectural Resources (Middlesex County Cultural and Heritage Commission,

1985) refers to the intense development pressure on historic agricultural districts in municipalities such as Cranbury, Monroe, Old Bridge, Plainsboro, and South Brunswick. This document recognizes the difficulty of preserving the historic landscape when historic preservation traditionally has been defined in terms of structures or buildings. However, there are parcels of farmland that apparently merit protection for their aesthetic and practical value but do not qualify for historic district status because they do not contain historic structures. In addition, there are examples of historic farmhouses being preserved while the adjacent farmland is developed for housing.”

## Comprehensive Planning Goal

- Foster sound and integrated planning and implementation at all levels statewide.
  - On page 65, the Middlesex County Farmland Preservation Plan states that it is consistent with “The policy in the New Jersey State Development and Redevelopment Plan (SDRP) that supports the protection of large contiguous areas of open space in its Rural Planning Areas, which generally are not aligned with county or municipal boundaries. The Middlesex County Farmland Preservation also states that it is consistent with the SDRP policy that encourages collaborative planning across jurisdictional boundaries, especially in farmland preservation strategies, which need to be regional. Successful regional farmland preservation requires the combined efforts of multiple counties and municipalities.”

# Middlesex County Open Space and Recreation Plan Adopted February 8, 2022

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Open Space and Recreation Plan that are in policy alignment with the Preliminary State Plan.

## Equity Goal

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - On Page 44 of Middlesex County's Open Space and Recreation Plan states "the second approach considers, in addition to population density, indicators of potentially disadvantaged populations and walking distance to parks. This more comprehensive approach considers the accessibility and equity of open space resources."
    - The County assesses open space spatial needs using two approaches.
  - On Page 47 of the plan, it states: "to obtain a more detailed understanding of where additional open space would benefit County residents, an additional 10-minute walking analysis was conducted with a social equity assessment."
    - One analysis model the County uses to assess open space spatial needs is with a social equity assessment.
  - On Page 47 of the plan, it states: "Equity across the diverse income levels and ethnic heritage of Middlesex County residents is a significant consideration. Indicators of potentially disadvantaged populations (IPD) allow for social and economic factors in the analysis. The IPD dataset was derived from the Delaware Regional Planning Commission's methodology, including youth, older adults, females, racial minorities, ethnic minorities, foreign-born, limited English proficiency, disabled, and low-income... the combination of the social and economic factors was used to determine the Indicators of Potentially Disadvantaged (IPD) score, which was used in the needs analysis to determine where open space would benefit most from additional open space under equity considerations."

## Climate Change Goal

- Effectively address the adverse impacts of global climate change.
  - On pages 6 and 8 of the plan, the County mentions preparation for climate change as suggestions for management of County Parks under climate change considerations. Specifically, in pages 26-27, the County mentions the climate change impact to County-Owned Open Space and Facilities. Based on this, the County sees opportunities of sea level rise (SLR) to alter land management strategies within the Park System to prepare for sea level rise which include opportunities such as "Design and plan additional wetlands to for wetland retreat. Re-location of impacted picnic grove facilities, re-location of impacted fields and recreation facilities (or a raised land topography of sport fields where no-relocation room is available). Replace existing asphalt parking areas

with porous pavement or green infrastructure to reduce the flooding risk from the combined impacts of SLR and increased storm frequency" (page 26-27).

- On page 71 of the plan, the County acknowledges open space is an important stormwater management as 'Flood Mitigation Potential.' The County states "prioritizing the acquisition of open space likely to see flooding and storm surge impacts will help mitigate some of the effects of climate change on Middlesex County" (page 71).
- On pages 109-110 of the plan, the County states land management strategies suggestion to guide the County's Office and Parks Recreation's climate adaption planning. In the short-term (1-2 years), the County states "Focused on open space acquisitions in communities impacted by climate change. Additional open space in climate change impacted locations is needed to offset space lost due to sea level rise. Preserving open space in areas impacted by climate change can help provide resilience for communities impacted by sea level rise, increased storm intensity, urban heat island effect, and other climate change-related environmental impacts. When prioritizing open space acquisitions, provide additional consideration for vulnerable communities impacted by climate change to help develop climate change-resilient communities."

## Climate Change Priorities – Hazard Mitigation (Flooding, Extreme Heat, Wildfires, and Other Adverse Impacts of Climate Change)

- A requirement by the Municipal Land Use Law – municipalities to assess vulnerabilities to climate related hazards.
  - On page 71 of the plan, the County assesses areas of sea flooding and storm surges as a 'Flood Mitigation Potential Rank' that considers factors of increasing storm frequency and intensity expected with climate change. The GIS assessment "... will help mitigate some of the effects of climate change on Middlesex County."

## Natural & Water Resources Goal

- Protect, maintain, and restore the state's natural and water resources and ecosystems.
  - On page 32 of the plan, the County notes that one of the three conservation organizations specifically the New Jersey Conservation Foundation own land in the County. "Through acquisition and stewardship, they protect strategic lands, promote strong land-use policies, and forge partnerships through education and assistance programs to help achieve conservation goals."
- Natural Resource and Ecosystems Priorities – Habitat Preservation and Restoration
  - On page 33 of the plan, the County mentions a unique approach to open space through a policy in Plainsboro Township. It calls for "... how land development and open space preservation can be integrated" in respect to balance growth with recreational opportunities and habitat preservation. "Adopting policies like Plainsboro's can provide more open space for residents while simultaneously providing growth opportunities."
- Natural Resource and Ecosystems Priorities – Water Quality
  - On page 81 of the plan, the County mentions water source protection that specifically notes "water quality can be improved by open space acquisition to prevent future

development and potential contamination of groundwater sources.” One finding the County notes in using GIS is the identification of location of groundwater drawn into wells for community use and non-community use. Based on this finding, the “... locations [are] important to preserve as pervious surface. These natural runoff infiltrating locations can help with surface and groundwater quality, flood mitigation, and stormwater management.”

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean up pollution.
  - The Open Space and Recreation Plan is focused on preserving open space, natural resources and habitats, and in so doing provides a secondary benefit to Middlesex County of preventing and cleaning up pollution.

## Economic Development Goal

- Promote economic growth that benefits all residents of New Jersey.
  - On page 93 of the plan, one of the short-term (1-2 years) goals is to “develop a landscape and ecosystem services plan (L-Plan). The proposed plan will combine a comprehensive ecological assessment with an analysis of Middlesex County’s cultural landscape to provide an environmental decision-making framework for various county departments and agencies. The L-Plan can integrate land development, preservation, and environmental resource planning the County. This approach recognizes the interrelationships between human well-being and the landscape. Studying this connection can help improve decisions to enhance Middlesex County’s quality of life, sustainability, community resilience, and economic development.

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choosing that meet their needs and offer ready access to the full range of supportive goods and services.
  - The Open Space and Recreation Plan presents a thoughtful overview of where parks and open space and greenways presently exist in Middlesex County in addition to a future oriented plan for the creation of open space opportunities, including greenways. The analysis is linked to a needs assessment and equity analysis. The entire Plan provides a vision that is compatible with the vision of creating affordable housing in locations that would benefit from access to the types of open space and recreational outlets that are profiled. This Plan nurtures the vision of providing for residential opportunities nearby and adjacent to existing and future open space resources and as such enhances the quality of life of the residents in Middlesex County.

## Infrastructure Goal

- Economic opportunity through nation leading infrastructure.
  - On page 27 of the plan, the County has included opportunities "to replace existing asphalt parking areas with porous or green infrastructure to reduce the flooding risk from the combined impacts of SLR and increased storm frequency." Green

Infrastructure is recommended. This approach will work to grow the green economy in Middlesex County.

- Infrastructure Priorities – Investment Priorities
  - On page 109 of the plan, the County notes a long-term (5+ years) action item under ‘Open Space Opportunity Areas’ that specifically mentions to “integrate the identified open space opportunities into the long-term investment planning and the Strategic Investment Framework. This action item is a critical component of promoting healthy and safe social environments and the preservation and stewardship of natural resources and wildlife habitats” (Page 109).
  - On page 113 of the plan, the County notes a long-term (5+ years) action item under ‘Other Action Items’ that highlights ‘Analysis of County growth regions.’ “[Based on the discussion about projected growth areas in] the open space needs analysis, the projected high rate in south Brunswick, North Brunswick, Monroe, Old Bridge, Sayreville, and South Amboy is important to monitor in coordination with the Strategic Investment Framework functional plan. As population growth increases in these areas, additional open space will be needed to serve the population” (Page 113).

## Historic and Scenic Resources Goal

- Protect, enhance and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - On page 7 of the plan, the County mentions the methods of preserving more and improving better access to existing open space “will help satisfy the County’s open space needs. [The use of] Geographic Systems (GIS) modeling and recreation facility inventory determined the open space needs in the County. The research team identified existing recreational facilities and compared them to current and future population trend data.”
  - On page 51 of the plan, the County highlights that “open space needs can be addressed through open space acquisition or improved access to existing open space. [Specifically,] some neighborhoods around Roosevelt and Merrill Park would benefit from additional park entry points. Opportunities for improving open space availability without adding additional open space acres also exist at Cheesequake State Park.”
  - On page 111 of the plan, the County identifies a short-term (1-2 years) listed under ‘Other Action Items’ to “Improve open space access for County Parks and work closely with State and Municipal governments to provide better access to State and Municipal open space. [Based on the] Open Space Needs Analysis (Chapter 3) revealed where increase access to existing parks could address open space needs. Additional entrances at Roosevelt and Merrill County Parks can help provide walking access to more residents. Cheesequake Park has an opportunity to provide additional entrances as well as greenway connections. These additional park entry points can address access needs.”
- Open Space, Historic, Cultural, Scenic and Recreational Resources – Priorities
  - On page 16 of the plan, the County retained three of their 2003 OSRP goals which states “provide a public system of major parks and open spaces that forever preserves sufficient land to accommodate a variety of recreational activities, conserve scenic,

historic, cultural, and environmental features to enhance the quality of life for County residents. Assure that adequate recreational facilities are available to meet the needs of residents. Provide programs and facilities to assure opportunities for cultural and heritage appreciation.”

- On pages 94-95 of the plan, the County is looking to extend the existing Greenway as an “initial step for further developing and implementing a County-wide greenway system, an important element of the Destination 2040 process... the implementation will require effective collaboration with municipal governments, stakeholders, and landowners... [the county] suggest creating a Greenway Working Group at the County level, responsible for collecting all existing Greenway approaches and information, steering necessary feasibility studies, and building consensus for implementing the overall Greenway System" (page 94). In addition, the County listed short-term (1-2 years) goals which include 'developing detailed greenway concept', create feeder bike lanes to the existing Middlesex Greenway, Greenway extension.

## Revitalization and Recentering Goal

- Revitalize and recenter the State’s underutilized developed areas.
  - The Open Space and Recreation Plan consolidates growth to Middlesex County’s areas of redevelopment.

## Comprehensive Planning Goal

- Foster sound and integrated planning and implementation at all levels statewide.
  - On page 94 of the plan, the County notes an expressed interest in expanding the existing Middlesex Greenway. “Extending the existing Middlesex Greenway will be the initial step for further developing and implementing a County-wide greenway system... Although there is a consensus about a comprehensive greenway system’s value, the implementation will require effective collaboration with municipal governments, stakeholders, and landowners (to secure right-of-way or necessary land acquisition). [The County] suggest creating a Greenway Working Group at the County level, responsible for collecting all existing Greenway approaches and information, steering necessary feasibility studies, and building consensus for implementing the overall Greenway System.”



# **Middlesex County Draft Guide to a Countywide Greenway Network**

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Guide to a Draft Countywide Greenway Network that are in policy alignment with the Preliminary State Plan.

## **Equity Goal**

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - On page 9, the Plan states that "the nearby access to paths that trails provide can increase equity in public health."
  - On page 20, the plan states "Prioritize greenway efforts and investments in locations serving populations that experience resource inequities in access to alternative transportation, recreation, open spaces, and nature-based opportunities."
- Equity & Environmental Justice Priorities
  - Equitably distribute the benefits and burdens flowing from implementation of the municipality/county plans.
  - On page 24, the plan states a goal is to "Prioritize investments to rebalance resource inequities."

## **Climate Change Goal**

- Effectively address the adverse impacts of global climate change.
  - On page 24, the plan states a goal is to "Choose locations to minimize open space loss anticipated from changing climate conditions."
  - On page 20, the plan states "choose greenway locations that are less susceptible to climate change impacts and/or build resiliency features into project feasibility, concept development, and design phase."

## **Natural & Water Resources Goal**

- Protect, maintain, and restore the State's natural and water resources and ecosystems.
  - On page 9 the plan states "A greenway may serve conservation needs and often occupies natural corridors such as streams, ridgelines, and woodlands. Sometimes a greenway has a single, primary use as a preserved habitat corridor that can link larger core habitats. Greenways can provide wildlife protection and movement corridors in fragmented areas. Trails can serve as buffer zones that improve water quality, prevent the development of sensitive resources, and reduce urban heat."
  - On page 13, the plan states, "the network can potentially connect critical habitats into wildlife corridors serving at-risk species."
  - On page 20, the plan states, "Create, protect, and enhance natural wildlife habitat corridors for species and habitats at risk."
- Natural Resource and Ecosystems Priorities – Habitat Preservation and Restoration

- On page 24, the plan states a goal is to “Create, protect, and enhance natural wildlife habitat corridors and resources.”

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean up pollution.
  - On page 9, the Plan states that greenways can provide for active transportation which reduces fossil fuels and air pollution.”

## Revitalization and Re-Centering Goal

- Revitalize and re-center the State’s underutilized developed areas.
  - On page 20, the plan states, “link community and regional destinations, employment centers, transportation facilities, and outdoor recreational facilities through alternative transportation routes.”

## Economic Development Goal

- Promote economic growth that benefits all residents of New Jersey.
  - On page 10, the plan states that “greenways can facilitate active transportation to local shopping, entertainment, work and school. Half of daily vehicle trips are 3 miles or less. Greenways and local paths can capture many of these short trips.”
  - On page 10, the plan states that “some of the studies in the National Park Service summary indicate that properly values near greenways are boosted by 1 to 6.5 percent. Greenways in or adjacent to residential projects can increase overall attractiveness. Trails can bring tourism dollars and local economic development.”

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choice that meet their needs and offer ready access to the full range of supportive goods and services.
  - Housing is a critical aspect of a well-planned community. Access to a vibrant greenway network enhances communities and neighborhoods and serves as an alternative mode of transportation that links residents to an array of amenities, such as housing, shopping, employment, and medical services.

## Infrastructure Goal

- Economic opportunity through nation leading infrastructure.
  - The Draft Greenway Plan recommends that appropriate climate change and resiliency planning occur as part of greenway implementation.
- Infrastructure Priorities – Mobility & Equitable Access for all Age & Income Groups
  - On page 24, the plan states a goal is to “Link community and regional destinations, employment centers, transportation facilities, and outdoor recreational facilities through greenways as alternative transportation routes.
- Infrastructure Priorities – Public Health and the Built Environment Priorities

- On page 24, the plan states a goal is to “Provide 8 to 80-year-old, family-friendly, all-abilities, protected recreation, and low-stress alternative transportation options to mitigate safety and health issues across the County.”
- On page 24, the plan states a goal is to “Prioritize greenways with the County Destination 2040 Guiding Principles (smart governance and data-driven decision-making, equity, climate change resilience, and public health adaptation) and the 2022 County Vision Zero Pledge.”

## Historic and Scenic Resources Goal

- Protect, enhance and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - On page 19, the plan states “Prevent the loss of open space.” Page 13 of the Plan recommends preserving the viewsheds located along 16 proposed greenways. “A viewshed is a linear lookout from a particular vantage point that highlights the natural landscape.”
- Open Space, Historic, Cultural, Scenic and Recreational Resources – Priorities
  - On page 24, the plan states a goal is to “Connect existing and proposed open spaces (parks, conservation areas, views of preserved and unpreserved farms, and agricultural development areas) in a countywide greenway network providing human access.”
  - On page 24, the plan states a goal is to “Prevent the loss of potential open space threatened by development.”
  - On page 24, the plan states a goal is to “Create greenway alignment, design, and amenities to meet the recreational, cultural experience, transportation, and restoration objectives in County plans to date and help communities thrive.”

## Comprehensive Planning Goal

- Foster sound and integrated planning and implementation at all levels Statewide.
  - On page 24, the plan states a goal is to “Facilitate planning and implementation through strong collaboration and partnerships with municipal and regional stakeholders, government agencies, non-profits, landowners, businesses, anchor institutions, and advocates.”
  - On page 24 the plan states a goal is to “Build upon partnerships to form sustained countywide greenways development capacity.”

## **Middlesex County Draft Bike Easy. Walk Safely. Plan**

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Draft Bike Easy. Walk Safely. Plan that are in policy alignment with the Preliminary State Plan.

### **Equity Goal**

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - The plan states a goal is to "Address resiliency and equity in current and future facility design and placement - by using best practices and data-based decision-making."
  - On page 8, the plan states, "Promote diversity, equity, and inclusion by welcoming marginalized groups, expanding access to connection, belonging, growing, and life improving resources and opportunities, meeting the special planning responsibility to those discriminated against, and including them in all decision-making processes."
  - On page 9, the plan states, "Develop first mile and last-mile connectivity"
  - On page 20, the plan states, "Equitably distributes the benefits and burdens flowing from implementation of the municipality/county plans."
  - On page 18, the plan states, it would like to fix the problem where "The system is poorly connected to underserved areas most needing active transportation options."

### **Climate Change Goal**

- Effectively address the adverse impacts of global climate change.
  - On page 8, the plan states, a goal is to "Address resiliency and equity in current and future facility design and placement - by using best practices and data-based decision-making."
  - On page 8, the plan states, it would like to fix the problem where "Resiliency considerations are not incorporated sufficiently into facility location, design, and material selection."
  - On page 8, the plan states a goal to address climate change adaption. For example, "new facilities in consistently flood prone areas should be avoided, or facilities should be elevated or otherwise designed appropriately. Include shade to improve facilities in heat island areas. Ensure that shelter is nearby and accessible in extreme weather events."

### **Natural & Water Resources Goal**

- Protect, maintain, and restore the state's natural and water resources and ecosystems.
  - The plan takes environmental features like forests, wetlands, open space and lakes and rivers, into account when planning for sidewalks and bike paths to ensure that the implementation of the Plan does not impinge on natural and water resources in Middlesex County.
  - On page 9, the Plan states, "incorporate green infrastructure into policies and functional plans."

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean up pollution.
  - The Plan proposes a significant increase in bike and pedestrian mobility, reducing pollution and greenhouse gases. In alignment with the Preliminary State Plan.

## Revitalization and Re-Centering

- Revitalize and re-center the States underutilized developed areas.
  - The Plan proposes placement of bike lanes and sidewalks in areas of redevelopment and to develop connections between the environs and centers.
  - On page 9, the Plan states “revitalize walkable town centers, downtowns, and commercial corridors.

## Economic Development Goal

- Promote economic growth that benefits all residents of New Jersey.
  - On page 9, the plan states, “The Strategic Plan includes guiding principles that address that the active transportation system support walking and cycling directly but also that these activities further economic development, health, and land use goals.”
  - Sidewalks and bike lanes in communities are assets that benefit residents and increase home values.

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choosing that meet their needs and offer ready access to the full range of supportive goods and services.
  - “Identify opportunities for convenient and affordable transportation connections between lower-income housing and high opportunity areas, page 9.”
  - The Plan encourages housing in areas with bike and pedestrian access.

## Infrastructure Goal

- Economic opportunity through nation leading infrastructure.
  - The plan states it would like to fix the problem where “Active transportation programs are uncoordinated across entities and have been insufficiently developed or resourced effectively to address systemic issues or take advantage of opportunities, such as micro-mobility trends and rapidly increasing interest in biking and walking.
  - The plan states it would like to fix the problem where “The implementation approach relies heavily on one-time resources.”
- Infrastructure Priorities – Investment Priorities
  - The plan states a goal is to “Facilitate best practice facility improvements – by guiding County bike and walk facility design for varied land use and roadway types.”

- Infrastructure Priorities – Mobility & Equitable Access for all Age & Income Groups
  - The plan states a goal is to “Provide a well-connected bike-walk network - by addressing significant connectivity gaps in the network, especially in high-injury network locations and between essential destinations.”
  - The plan states it would like to fix the problem where “The active transportation system is an unconnected network with many gaps limiting efficient and reliable travel. Improvements often are made to address this problem.”
  - The plan states it would like to fix the problem where “The system does not adequately connect frequent and essential destinations, such as education facilities, employment centers, transit stations and bus nodes, parks, community centers, regional travel routes, or other counties in the County and region.”
- Infrastructure Priorities – Public Health and the Built Environment Priorities
  - On pages 35-37, the plan states a goal is to “Facilitate micro-mobility and active transportation health benefits – by accommodating evolving trends and policy directions.”
  - One pages 35-37, the plan states it would like to fix the problem where “System users and others find the active transportation system unsafe, with numerous high crash locations.”

## Historic and Scenic Resources Goal

- Protect, enhance, and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - Bike lanes and sidewalks enhance residents’ ability to access historic and scenic resources in a manner that permits optimal contact with the resources in question. Proposed bike lanes and sidewalks will improve access to historic and scenic resources in Middlesex County.

## Comprehensive Planning Goal

- Foster sound and integrated planning and implementation at all levels statewide.
  - The plan states a goal is to “Increase active transportation on current and new facilities – with an implementation framework of programs, policies, operations, plans, projects, and partnerships.”
  - The plan states a goal is to “Reflect community goals – by seeking regular input from stakeholders and the public.”
  - The plan states it would like to fix the problem where “The lack of design guidance leads to an unsystematic approach to local conditions and the land use context.”
  - On pages 18-21, the plan states it would like to fix the problem where “Community surveys, facilities evaluation, small area assessments, and re-planning are not regular programmed activities.”

## Community Planning & Design

- Develop, adopt and implement design guidelines; apply design principles; design circulation systems to maximize connectivity.
  - The plan states a goal is to “Guide future network planning and implementation – by regularly mapping the County's current and recommended future bicycle and pedestrian facilities and evaluating progress.”
  - The plan states it would like to fix the problem where “Some active transportation facilities have designs that are poorly suited to local conditions.”
  - On pages 22-26, the plan states it would like to fix the problem where “Active transportation system enhancements are constructed as add-on elements to roadway improvement projects and not by using active transportation criteria.”

# Middlesex County Draft Right of Way Plan

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County’s Draft Right of Way Plan that are in policy alignment with the Preliminary State Plan.

## Equity Goal

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - On page 15, the plan states, “A ROW strip of land takes equitable considerations into account that factor into what use the ROW is intended to be occupied by, such as a street, crosswalk, railroad, electric transmission line, gas pipeline, water main, sanitary or storm sewer main, shade tree, or for another particular use. The decisions are made based on infrastructure needs and quality of life concerns.”
  - On page 23, the plan states, “Extended roadway networks traverse a mix of land uses that change how the roadway functions and should be designed. Therefore, long corridors will have varying cross-section assignments that do not perfectly match the “one size fits all” approach of corridor planning concepts and design. The design treatment of a road section should reflect the activity level of all modes of transportation and provide proper accommodations for all road users, including biking, walking, and public transportation.”

## Climate Change Goal

- Effectively address the adverse impacts of global climate change.
  - On page 20, the plan describes about providing “more resilient County Road system through modifications and improvements to maintain access and mobility in areas vulnerable to extreme weather and sea-level rise.”

## Natural & Water Resources Goal

- Protect, maintain, and restore the State’s natural and water resources and ecosystems.
  - Pages 19-20 of the plan include the following policy principles:
    - (i) Integrate sustainable infrastructure into roadway design and facilitate environmentally friendly modes of transportation to enhance the right-of-way’s ability to manage stormwater runoff, while also improving the overall conditions of the built environment.
    - (ii) Develop and maintain a best-in-class transportation system that supports multi-modal travel, as well as the natural environment, through the protection of air quality, open spaces, farmland, water, and other environmental resources.”
  - On pages 21-22, in Section 500: Road Typologies, the plan redefines the roadway typologies and creates a separate typology called “Special Place Type” which “provide special considerations for areas containing certain environmental or other regulatory constraints that restrict the amount of right-of-way that can be dedicated and the type of public improvements that can be required/installed in these areas.” Two of the areas



include “*Open Space Preservation Areas*” which provides “access to the County’s extensive open space and park areas” by roads and aims “to balance the need for providing appropriate access while preserving environmentally restricted or sensitive areas.”

The second one is “*Waterfront Walkways*: This special place type provides design treatments for roadways that run through or along waterfronts. These roads exclusively provide accommodations for pedestrians and micromobility for recreational, cultural and commercial activities that attract people to waterfront amenities.”

- On pages 36-37, the plan recognizes the inclusion of “*Street Trees*” to “assist in improving the overall comfort level and sustainability of the right-of-way by providing shade protection, buffering pedestrians from traffic, reducing urban heat island effects, and cleansing and absorbing stormwater runoff and “*Landscape Plantings*”

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean up pollution.
  - An increase in ROW is required to meet NJDEP Stormwater management rules. Page 57 has a section 1100: drainage and stormwater management- “The use of GI BMPs for stormwater management on County roads is highly encouraged due to the numerous environmental, economic and human health benefits associated with such infrastructure, including enhancing drinking water supplies by protecting surface waters from pollution and preventing pollutants from entering nearby surface waters using soils, plants, and microbes to naturally filter and break down pollutants.”

## Revitalization and Re-Centering Goal

- Revitalize and re-center the State’s underutilized developed areas.
  - On page 23, the plan states, “*Urban Centers*: These roadways are the most challenging to reconfigure and retrofit as they traverse areas of the County with the highest population and job density. Roads within this place type must balance the needs of multiple high-intensity land use types with those of a high volume of micromobility users.”

## Economic Development Goal

- Promote economic growth that benefits all residents of New Jersey.
  - On page 28, the plan states “used a qualitative analysis of existing surrounding land uses and zoning districts to provide additional context to the County’ road segments. The second step granulized the results of the first step by providing an overlay of specific existing land uses and zoning districts by “focus investment areas.” Focus Investment Areas are the delineation of existing assets in particular areas of Middlesex County, produced by the Office of Planning, to inform a place based, economic development framework to guide County planning efforts and efficiently and effectively target resources and programming.”

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choice that meet their needs and offer ready access to the full range of supportive goods and services.
  - On pages 30-31, the plan states “The Urban Center Place Type, the Walkable Town Place Type, the Suburban Place Type describe ROWs for roadways that make it viable to have access to all kinds of housing throughout the County.”

## Infrastructure Goal

- Economic opportunity through a nation-leading infrastructure.
  - On page 69, in the implementation section of the plan, Section 1200: Drainage and Stormwater Management, it states that “The use of [Green Infrastructure Best Management Practices] (GI BMPs for stormwater management on County roads is highly encouraged due to the environmental, economic, and human health benefits associated with such infrastructure.”
  - On page 48, in the Implementation section of the plan, Section 1000.1-31: Transit Facilities & Amenities Section, it states “The design, installation, and maintenance of all transit facilities and amenities within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
  - On page 51, in the Implementation section of the plan, Section 1000.1-4A: Bike Zone within the Pavement Area, it states “The design, installation, and maintenance of micromobility accommodations within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
  - On page 52, in the Implementation section of the plan, Section 1000.1-4B: Shared Use Path Outside of the Pavement Width, it states “The design, installation, and maintenance of all shared-use path facilities and amenities within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
  - On page 53, in the Implementation section of the plan, Section 1000.1-4C: Shared Lanes in County Parks, it states “The design, installation, and maintenance of all shared lane facilities and amenities within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
  - On page 54, in the Implementation section of the plan, Section 1000.1-4D: Two-Way Bicycle Lane – Alternative Cross Section, it states “The design, installation, and maintenance of all bike facilities and amenities within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
  - On page 55, in the Implementation section of the plan, Section 1000.1-5A: On-Street Parking, it states “The design, installation, and maintenance of on-street parking facilities and amenities within the County’s right-of-way will follow all federal and state

statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”

- On page 56, in the Implementation section of the plan, Section 1000.1-5C: Parklets, it states “The design, installation, and maintenance of all parklet facilities and amenities within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
  - On page 58, in the Implementation section of the plan, Section 1000.1-6B: Medians/Center Turn Lanes, it states “The design, installation, and maintenance of all medians within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
  - On page 60, in the Implementation section of the plan, Section 1000.1-7A: Complete Street Features, it states “The design, installation, and maintenance of all complete streets facilities and amenities within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
  - On page 65, in the Implementation section of the plan, Section 1000.1-7D: Placemaking at Intersections, it states “The design, installation, and maintenance of all placemaking facilities and amenities within the County’s right-of-way will follow all federal and state statutory regulations, will be installed with safety and sustainability at its core, and are subject to the approval of the County Engineer.”
- Infrastructure Priorities – Mobility & Equitable Access for all Age & Income Groups
    - On page 40, in the implementation section of the plan, Section 1000.1-2: Sidewalk, it states “the primary objective of sidewalk design is to create continuous, safe, and accessible pathway accommodations for people of all ages and abilities. Although the ADA only requires a sidewalk to be a minimum of 5 feet in width to accommodate the passage of wheelchairs... wider sidewalks may be necessary to adequately and comfortably accommodate higher levels of pedestrian foot traffic. In areas with greater pedestrian foot traffic, sidewalk widths of 8 feet or greater should be considered. The County acknowledges appropriate design measurements to capture mobility and equitable access for all capacities.

## Historic and Scenic Resources Goal

- Protect, enhance, and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - Providing an updated Right of Way Plan will help protect the County’s historic landscape by creating thoughtful recommendations for easements along County roads.
  - On page 30, it states “Historic districts or locally designated districts, per the New Jersey Register of Historic Places (N.J.A.C.7:4), were used to identify County Road segments that were candidates for the Walkable Town Place Type, such as North Main Street in Cranbury and the Village of Old Bridge in East Brunswick.”

## Comprehensive Planning Goal

- Foster sound and integrated planning and implementation at all levels Statewide.
  - Providing Middlesex County with an update right of way plan will facilitate more consistent development along County roads and ensure adequate buffers exist between roads and future development.

# **Middlesex County Adopted Transportation Plan**

## **September 10, 2013**

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Transportation Plan that are in policy alignment with the Preliminary State Plan.

### **Equity Goal**

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - On page 237, the County acknowledges "more needs to be done to respond to everyday problems and achieve the balance, equity and safer conditions on all modes of transportation that is envisioned in this Plan." Also, in the same section states "... the Plan proposes a range of intermodal measures involving engineering, education, enforcement and travel management strategies and proposals for the purpose of creating a transportation system with greater balance, equity and with a better quality of life in Middlesex County.

### **Climate Change Goal**

- Effectively address the adverse impacts of global climate change.
  - On page 10, under Goal #8 'Protect the environment and address energy conservation and climate change impacts on transportation', the plan states, "Address climate change impacts by making our transportation infrastructure more adaptable and resilient to extreme climate impacts and by putting in place actions and strategies that help reduce greenhouse gas emissions and improve the desirability and use of efficient modes of transportation.
  - On page 35, in the Proposals to Advance Goals, Policies and Priorities section, it states examples relevant to Goal #8 includes the following "Encourage programs, incentives and strategies to reduce vehicle miles traveled (VMT) to reduce Greenhouse Gas (GHG). Improve design standards to make roadways and other transportation infrastructure more adaptive to flooding and impacts from climate change. Encourage use of alternate fuel vehicles, utilization of cleaner fuels and conversion of fleet vehicles to electric, hybrid and compressed natural gas to reduce pollution and as a fossil fuel energy conservation measure ☐ Develop a network of charging stations to support the growing number of electric vehicles and plug in hybrids as a means to encourage consumer use of electric vehicles to reduce greenhouse and gas emissions and improve air quality. ☐ Include risk assessments into the project selection and design process to account for mitigation against extreme weather conditions. ☐ Promote incentives for low polluting – energy efficient vehicles and transportation options."
  - On page 6, the plan states "Transportation improvement measures also need to be sensitive to the issue of climate change, its impact on transportation infrastructure, how we can best mitigate or adapt to climatic impacts; and the issue of sustainability

involving our ability to create and maintain conditions that allow us to coexist in harmony with our natural environment while meeting the transportation needs of present and future generations.”

- On page 220, in the Climatic Impacts on Transportation Infrastructure, it states “mitigating measures to improve the resilience of the transportation infrastructure to severe storm related damage includes regular inventory program for conditions of bridges and culverts, investments in appropriate drainage projects to minimize and mitigate potential storm related impacts, adoption of zoning regulations to limit development in flood prone areas; regional cooperation among public and private sector entities to limit activities that exacerbate flooding in flood prone areas.”
- Climate Change Priorities – Decarbonization
  - All levels of government to assess and track their contribution to GHG emissions that cause climate change and make decisions that consider climate change impacts.
  - On page 35, under goal #8: Protect the environment and address energy conservation and climate change impacts on transportation, it states that an action and strategy to help reduce these impacts include “encourage programs, incentives and strategies to reduce vehicle miles traveled (VMT) to reduce Greenhouse Gas (GHG).”
- Climate Change Priorities – Hazard Mitigation (Flooding, Extreme Heat, Wildfires, and Other Adverse Impacts of Climate Change)
  - A requirement by the Municipal Land Use Law – municipalities to assess vulnerabilities to climate related hazards.
  - On page 31, under goal #4 Maintain a state of good repair, it states an example of an initiative to advance this goal includes the “use of state-of-the-art porous pavement material on large surface parking facilities along sections of roadways prone to flooding.”
  - On page 35, under goal #8: Protect the environment and address energy conservation and climate change impacts on transportation, it states “Improve design standards to make roadways and other transportation infrastructure more adaptive to flooding and impacts from climate change.”
  - On page 220, in the Mitigating Climate Change Impacts and Green Transportation Alternatives section, it states “Other strategies include the use of new technologies to project future hazards, gaining political support to fund hazard planning, manage storm water, evaluate structural and non structural flood management approaches, and engage the public and private sectors including developers and community leaders to participate in flood planning activities to make communities more flood resilient.”
- Climate Change Priorities – Coastal Areas and Riverine Corridors
  - Continue coordination efforts, promote well-managed coastal communities, and coordinate growth programs/policies with response planning and mitigation.
  - On page 36, under Goal #9 Improve economic vitality, access to jobs and business appeal it states, “Explore with the Port Authority of New York and New Jersey and affected municipalities the feasibility of intermodal ferry operations and expansion of

marine freight facilities for Middlesex County coastal areas as ways of attracting new business investment, jobs and other economic/trade opportunities in Middlesex County.

- **Natural & Water Resources Goal**
  - Protect, maintain, and restore the State's natural and water resources and ecosystems.
  - The Transportation Plan is sensitive to natural and water resources and values environmentally sensitive areas in road design and implementation.

## **Pollution and Environmental Clean-Up Goal**

- Protect the environment, prevent and clean up pollution.
  - On page 221, it states "Emissions from vehicles cause air and water pollution in addition to contributing to global warming... Improving energy efficiency of vehicles, reducing vehicle miles traveled, and converting to hybrid or alternative energy vehicles will help reduce operational costs and will improve public and environmental health."

## **Revitalization and Re-Centering Goal**

- Revitalize and re-center the State's underutilized developed areas.
  - The realization of a vibrant and safe transportation network in Middlesex County is the foundation for revitalization and focused development in urban areas and can serve as the impetus for smart growth and redevelopment.

## **Economic Development Goal**

- Promote economic growth that benefits all residents of New Jersey.
  - On page 10, the plan highlights the "Support economic vitality, access to jobs and business appeal." This goal is to "encourage multimodal access to jobs and to local and regional employment and business centers by means that are affordable, convenient and attractive; encouraging centers of residential developments to support and participate in improving access and accommodations such as by new or expanded shuttle linkages to nearby train and major bus facilities; and increase the business attractiveness of Middlesex County areas through a transportation system that meets the needs of business activities. Explore advancement of transportation improvements through economic development programs such as TIGER grants, USED A infrastructure grants, Transit Village, Transit Oriented Development grants, and public - Private Funding Partnerships."

## **Housing Goal**

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choice that meet their needs and offer ready access to the full range of supportive goods and services.
  - A robust transportation system that is countywide and includes public transit serves the residents of Middlesex County and adds value to the County's housing stock.

## Infrastructure Goal

- Economic opportunity through nation leading infrastructure.
  - On page 9, in the Goals section, the plan highlights “Maintain a state of good repair.” The goal “focuses on safety and reliability for our aging infrastructure on both highway and transit facilities with applicable asset management and condition monitoring best practices so that roads, bridges and transit facilities remain safe for public use, become more resilient to heavy demands and severe climatic impacts, enhance commercial vitality, and keep our infrastructure operating with minimal interruptions.”
  - On page 10, in the Goals section, the plan highlights “support transportation improvements.” The goal is to “provide better integration of freight transportation accommodations and infrastructure upgrades for rail and truck facilities and explore new freight options and operational efficiencies that help reduce traffic congestion and promote economic competitiveness.”
  - On page 31, in the Goals, Policies and Priorities section, under Goal #4, the plan states examples of initiatives to advance the goal is periodic inspections of highway and bridge infrastructure for assessing structural deficiencies, obsolescence related repairs, needed upgrades and new improvements. “Also, another initiative example is to “Maintain adequate redundancy on transit infrastructure and bus and rail rolling stock to prepare for unanticipated events and breakdowns.”
- Infrastructure Priorities – Investment Priorities
  - On page 28, in the Goals, Policies and Priorities section the plan states “Invest in infrastructure improvements, including bus shelter installation at more locations, bus stop signage with user-friendly bus route information and markings, priority traffic signals, and bus pull-offs, thereby enhancing both attractiveness and safety for users.”
- Infrastructure Priorities – Mobility & Equitable Access for all Age & Income Groups
  - On page 28, under goal #3 of promote public transportation and intermodal improvements, it highlights that one example of the improvements includes “improve travel options for the aging population, senior citizens and people with disabilities and low-income groups.
  - On page 28, under goal #2 of Promote safety for motorists, pedestrians and bicyclist, it highlights examples of improvements that will enhance safety include: “Advance complete streets design policies to include safe and adequate accommodations for users, including bicyclists, pedestrians, transit riders and the mobility-impaired on roadway improvements throughout the County” and Promote complete streets design policies to include safe accommodations and bus stop access improvements for transit riders and the mobility-impaired on roadway improvements throughout the County.”
  - In the Ongoing Transportation Improvement Strategies include a strategy pertaining to “Maintaining Mobility for the Elderly.” Specifically, the plan “recognizes the need for the elderly population to extend their personal freedom of mobility after they stop driving as a way of improving personal well being and quality of life. The Plan responds to this need through proposals that advance the goal of promoting public transportation and intermodal improvements.”



- On page 217, In the American Disabilities Act Requirements section, it states “Projects involving new construction and those altering existing street and highway facilities are required to have pedestrian accessibility and usable by persons with disabilities to the maximum extent possible. Types of disabilities may involve vision, hearing, physical, or mental.”
- Infrastructure Priorities – Clean Energy
  - On page 24, in the Goal #2 of Promote safety for motorists, pedestrians and bicyclists, one of the examples of improvements that will enhance safety include “support Federal and State programs that promote further study and development of technology for the enhancement of vehicles with the option of self-driving technology autopilot functions. This, along with related infrastructure improvements on certain freeways and other appropriate principal arterials could make roads safer and less congested.”
- Infrastructure Priorities – Public Health and the Built Environment Priorities
  - On page 34, in the Goals, Policies, and Priorities section, it highlights in Goal #8 to “protect the environment and address energy conservation and climate change impacts on transportation.” Within this goal, one example of improvements to help reduce climate change impacts includes to “Improve design standards to make roadways and other transportation infrastructure more adaptive to flooding and impacts from climate change.”

## **Historic and Scenic Resources Goal**

- Protect, enhance, and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - On page 138, in the Bicycle and Pedestrian Facilities section, it states one way to improve access to historic and scenic areas is “bicycle and pedestrian facilities should be located and planned relative to their accessibility to various trip generators, including: schools, libraries, hospitals, retail centers and commercial areas, downtowns, rail stations, bus terminals, employment centers, residential areas, and areas of recreational, scenic, cultural, or historical interest.”

## **Community Planning & Design**

- Develop, adopt and implement design guidelines; apply design principles; design circulation systems to maximize connectivity.
  - One page 29, under Goal #3 of Promote public transportation and intermodal improvements, one example of improvements includes: “Promote complete streets design policies to include safe accommodations and bus stop access improvements for transit riders and the mobility-impaired on roadway improvements throughout the County.”
  - On page 139, in the Bicycle and Pedestrian Facilities section, one measure the County suggests encouraging safer and more frequent use is to “Design combined pedestrian and bicycle facilities wide enough with marked designations to accommodate

movements between the two uses such as speed and directional changes; often these facilities are too narrow.”

# Middlesex County Vision Zero Action Plan Adopted August 2022

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Vision Zero Action Plan that are in policy alignment with the Preliminary State Plan.

## Equity Goal

- Promote economic growth that benefits all residents of New Jersey.
  - On page 8, under the Vision Zero goals, it states the "Focus on Equity: Ensure equitable distribution of all traffic safety investments and benefits using a data-based approach."
  - On page 15, in the Equity Assessment section, it states "The County used the Delaware Valley Regional Planning Commission's (DVRPC) Indicators of Potential Disadvantage (IPD) to determine communities of concern."
  - On page 16, in the Equity Assessment, the County takes consideration of mapping the high injury network overlaying the census tracts containing communities of concern."
  - On page 26, in the Policy Recommendations section, it states the County is to "Identify geographic communities of concern through analysis of relevant demographic variables. Make a special effort to engage traditionally underserved populations. Consider and address impacts on equity and prioritize actions that promote racial and social justice."
- Equitably distribute the benefits and burdens flowing from implementation of the municipality/county plans.
  - On page 32, in the VZ Action Plan Items section, it states "Regularly update geographic communities of concern data and ensure the Destination 2040's Strategic Investment Framework is utilized in making transportation investment decisions." Specifically, at a priority (impact to safety) score of 5.

## Climate Change Goal

- Effectively address the adverse impacts of global climate change.
  - Vision Zero is meant to create a roadway environment where there will be zero automobile and pedestrian fatalities by the year 2040. The Middlesex County roadway network and pedestrian system will become more efficient and safety conscious, and in this way emissions to the environment will be reduced as automobile fatalities are reduced, and greater numbers of residents rely on alternative modes of transportation, like electric cars, public transportation and bike and pedestrian modes of transport.

## Natural & Water Resources Goal

- Protect, maintain, and restore the State's natural and water resources and ecosystems.
  - Vision Zero recommendations do not negatively impact Middlesex County's natural and water resources and ecosystems.

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean up pollution.
  - Vision Zero recommendations do not negatively impact pollution and environmental clean-up goals in Middlesex County.

## Revitalization and Re-Centering Goal

- Revitalize and re-center the State's underutilized developed areas.
  - Vision Zero, when fully realized, will further the County's revitalization and recentering goals.

## Economic Development Goal

- Promote economic growth that benefits all residents of New Jersey.
  - Vision Zero, when fully realized, will further the County's economic development goals.

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choice that meet their needs and offer ready access to the full range of supportive goods and services.
  - Vision Zero, when fully realized, will further the County's housing goals.

## Infrastructure Goal

- Economic opportunity through nation leading infrastructure.
  - On page 32, in the action item section highlights Safe Roads: Bicycle and Pedestrian Network Projects, it states "Install and improve bicycle and pedestrian infrastructure on the HIN County Corridors located in established bicycle and pedestrian priority areas per the Middlesex County Bicycle & Pedestrian Master Plan."
  - In the action item section highlights Safe Road: Funding for Low-Cost Improvements on page 34 states to "Develop a plan to ensure that low-cost infrastructure improvements such as crosswalk markings, lead pedestrian intervals, etc., are adequately funded and maintained. Leverage repaving efforts to get re-striping done at low- or no Cost."
- Infrastructure Priorities – Investment Priorities
  - On page 37, in the action item section highlights Safe Road User: Pilot Demonstration Projects, it states "Utilize quick-build demonstration projects to introduce residents to Vision Zero concepts and collect feedback to guide future infrastructure interventions."
- Infrastructure Priorities – Mobility & Equitable Access for all Age & Income Groups
  - On page 33, in the action item section highlights Safe Roads: Complete Streets section, it states "Focus on bicycle and pedestrian infrastructure improvements: connect Complete Streets, establishing continuous Complete Street networks connecting neighborhoods to parks, off-road trails, schools, libraries, senior centers, government offices, and other public destinations, separating users from vehicular traffic where feasible."

## Historic and Scenic Resources Goal

- Protect, enhance, and improve access to areas with exceptional archeological, historic, cultural, scenic, open space and recreational value.
  - Vision Zero, when fully realized, will further the County's historic and scenic resource's goals.

## Comprehensive Planning Goal

- Foster sound and integrated planning and implementation at all levels Statewide.
  - On page 28, in the Policy Recommendations section, it states the County to - "Follow the current state of the practice for engineering countermeasures, utilizing the latest NACTO and MUTCD Guidelines. ~ Align engineering recommendations with goals of NJ SHSP. ~ Align engineering recommendations with design guidance provided by NJDOT's Bicycle Planning and Design Guidelines, Pedestrian Planning and Design Guidelines, and Complete Streets Design Guide."
  - On page 32, in the Action Items section under Safe Roads: HIN, it states for the County to "Work closely with NJDOT to improve safety along Inter-State and State roadways in Middlesex County. HIN Municipal Projects: Offer technical guidance and support to municipalities on HIN projects. Also, for the County to work with the" NJTA to assess and improve safety along New Jersey Turnpike and Garden State Parkway."
  - On page 34, in the Action item section under Safe Road: Follow State Guidance Documents, it states "Develop policy to align engineering recommendations with design guidance provided by NJDOT's Bicycle Planning and Design Guidelines, Pedestrian Planning and Design Guidelines, and Complete Streets Design Guide. Develop a policy to align engineering recommendations with the NJ Strategic Highway Safety Plan (SHSP) goals."
- Develop, adopt and implement design guidelines; apply design principles; design circulation systems to maximize connectivity.
  - On page 28, in the Policy Recommendations section under Engineering, it states "Pursue community-based enforcement strategies that are nondiscriminatory and support rather than replace engineering solutions." Under Education - "Utilize quick-build demonstration projects to introduce residents to Vision Zero concepts and collect feedback that will guide future infrastructure interventions. Create a new Vision Zero Task Force to liaison between the County and the general public or add Vision Zero tasks to existing County Transportation Coordinating Committee."
  - On page 35, in the Action item under Safe Road User: Vision Zero Education for the Community, it states "Execute data-driven public education campaigns that disseminate targeted messaging through multiple channels..."
  - On page 36, in the Action item under Safe Road User: Collaboration with Community Groups and Ambassador, it states "Identify and maintain a database of community-based organizations within the County to support engagement and outreach efforts as actions are implemented throughout the County."

# **Middlesex County - Forward Together Adopted on June 20, 2024 (Middlesex County Coordinated Public Transit Human Services Transportation Plan)**

State Plan Goals are from Preliminary Draft

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Adopted Forward Together Plan that are in policy alignment with the Preliminary State Plan.

## **Equity Goal**

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - In the Mobility Hub section on page 55 states the County identifies one of the community benefits for mobility hubs specifically calls to, "provide more seamless connections between places with higher-than-average concentrations of low-income residents, older adults, persons with disabilities, and veterans to jobs, services, educational opportunities, and other amenities."
  - In the recommendation section of the plan on page 57 states the County recommends to 'Adopt a Mobility Management Approach.' Specifically, the County seeks to 'increase visibility and public awareness of available [transit] services' which will "enhance equity and opportunity for all residents."
  - In the goals section for a new mobility future on page 65 states the County to 'implement a county-wide subsidized rides-on-demand pilot project for non-emergency healthcare trips.' This would address a variety of mobility needs and rides for low-income customers, older adults and persons with disability are subject to the program.

## **Climate Change Goal**

- Effectively address the adverse impacts of global climate change.
  - In the Mobility Hub section on page 56 states the County identifies one of the community benefits for mobility hubs addresses 'Climate and Environment' that notes "By making travel by non-driving modes safer and more convenient, mobility hubs help to empower residents to drive less which reduces vehicle miles traveled, greenhouse gas emissions, and other pollution."

## **Natural & Water Resources Goal**

- Protect, maintain, and restore the State's natural and water resources and ecosystems.
  - Forward Together encourages the collaboration between transportation outlets and human service organizations, such that populations in need have access to transportation to human services. Development is implicitly encouraged along such routes and away from natural and water resources.

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean up pollution.
  - Forward Together 's vision is consistent with pollution and clean-up initiatives.

## Revitalization and Re-Centering Goal

- Revitalize and re-center the state's underutilized urbanized areas.
  - Forward Together is consistent with smart growth initiatives.

## Economic Development Goal

- Promote economic growth that benefits all residents of New Jersey.
  - The Mobility Hubs section on page 56 states that the County identifies that one of the community benefits of mobility hubs specifically notes they are "the focal point of activity that can support adjacent and nearby businesses."

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes, in location efficient places with ready to access to the full range of supportive goods and services.
  - Forward Together's goal is to provide sufficient public transit to existing human service outlets and improve the overall quality of life of residents in communities.

## Infrastructure Goal

- Economic opportunity through nation-building infrastructure.
  - In the community feedback section on page 28 states the County identified a potential opportunity for improvement that includes "infrastructure and amenities need improvement.
  - In the community feedback section on page 28, the County highlighted the possible actions for "surveying the existing of transit stations and stops and auditing the infrastructure surrounding public transit for amenities, safety and accessibility."
  - In the Mobility Hubs section on page 56 states "waiting area amenities and enhanced walking and biking infrastructure at mobility hubs and in surrounding neighborhoods can improve safety for transit riders, pedestrians, and bicyclists."
  - In the goals section for a new mobility future is to 'Always Consider the Complete Trip' that specifically calls to 'make the physical environment active transportation friendly' on page 80, a subgoal calls for further action to "address path of travel issues, add comfort amenities to the Middlesex Greenway, and prioritize safe pedestrian and bicycle connections to transit."
- Infrastructure Priorities – Investment Priorities
  - The County highlights the transit gap in affordable and senior housing on page 52 that the County identifies that affordable housing facilities are potential hubs of public transit demand, there is a potential need for "new demand response services, rerouting existing services, or adding bus stops to existing routes."

- Infrastructure Priorities – Mobility & Equitable Access for all Age & Income Groups
  - The County identified public transit market potential and human services transportation demand on page 30 has considered the density of older adults or density of persons with disabilities to serve as a “core” criterion for service recommendations.
  - The County’s analysis of the transit connectivity on page 34 highlights opportunities for “expanding travel opportunities for commuters who currently use public transit or do not own a personal vehicle; capturing a share of the travel market by shifting commuters currently using private vehicles to transit modes; and encouraging a portion of paratransit passengers to use fixed-route transit, by making fixed-route transit more accessible.
  - The County highlights affordable housing facilities are potential hubs of public transit demand on page 52 that states there “should be planned to support the mobility needs of low-income and special-needs residents of affordable housing and senior housing residents on fixed incomes. Availability of public transit service can help lower combined housing and transportation costs and ensure residents are not isolated from employment, educational, social, and other opportunities.”
  - The overall framework of the Plan is to create new mobility future for the County fostering equitable and just mobility for all. The County notes on page 53 that the future is “characterized by fourteen mobility market areas served by a network of mobility corridors that speed travel for transit customers and connect them to a constellation of high-amenity mobility hubs where residents can access a range of shared mobility services.”
  - In the Mobility Management section on pages 53-54, the County’s framework call for an approach that creates and implements transportation solutions that respond to mobility needs. These strategies would improve mobility access in urban, suburban and rural areas for all individuals regardless of ability, age, income or destination. Moreover, the mobility management is managing the options to meet transportation needs affordably, efficiently, and effectively through integration such as “integrating different transportation modes to create seamless journey; integrating technology to improve the efficiency and effectiveness of transportation; integrating transportation into other community services, such as housing, healthcare and employment; and ... integrating individuals into their community by giving them flexible mobility options.
  - In the Mobility Hub section on page 55 highlights ‘mobility and accessibility.’ Specifically, “Mobility hubs provide a place for multiple modes of travel to converge, and the amenities needed to make waiting for mobility services more comfortable and convenient. Mobility hubs allow County residents and visitors to travel more easily within and between mobility market areas throughout the county. They also provide a way to address first-/last-mile access challenges typically associated with fixed-route transit by giving travelers multiple potential options to travel safely to transit stops/stations and to/from their final destinations.”
  - In the Mobility Hub section on page 53 states a community benefit that “waiting area amenities and enhanced walking and biking infrastructure at mobility hubs and in



surrounding neighborhoods can improve safety for transit riders, pedestrians, and bicyclists.”

- The County’s new mobility future on page 56 states that not only includes mobility market areas and mobility corridors, but shared mobility services. These are travel options that are shared by users that provide benefits of “more mobility choices, first-/last-mile connections, less traffic and pollution, and improved efficiency.” Moreover, these options “provide equitable access to jobs and other resources, options for residents that cannot afford to buy and maintain a vehicle, and mobility options for persons with disabilities.”
  - In the goals section for a new mobility future on page 69 states ‘to enhance and expand fixed route public transit services’ and recommends to “Identify a network of mobility corridors countywide and work with partners to invest in priority corridors” and to “Create a system of mobility hubs to improve connections between Middlesex County’s mobility market areas” of which each mobility hub will require a different level of investment and coordination.
  - In the recommendation section for a new mobility future on page 74 states to ‘Grow MCAT’s identity as a connector of people and places in Middlesex County’ that specifically calls to “Plan and implement new MCAT Connector Shuttles to fill gaps in service.”
- Infrastructure Priorities – Clean Energy
    - In the goals section for a new mobility future on page 66 states to ‘innovate and experiment with pilot projects that explore new service concepts’ specifically ‘Implement an Electric Vehicle (EV)-Carshare Pilot Project).’ Implementing electric vehicle carsharing programs would help in expanding mobility options and equitable access to clean vehicle technology.
  - Infrastructure Priorities – Public Health and the Built Environment Priorities
    - The entire Forward Together Plan is comprised of objective, goals and strategies that meet the Public Health and the Built Environment Priorities of the Preliminary State Plan.

## Historic and Scenic Resources Goal

- Protect, enhance and improve access to areas with exceptional archeological, historic, cultural, scenic, open space and recreational value.
  - Forward Together does not negatively impact the outcome of this goal.

## Comprehensive Planning Goal

- Ensure sound and integrated planning and implementation at all levels statewide.
  - The entire Plan is consistent with this goal.

## Middlesex County Draft Invest Smart Plan

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Draft Invest Smart Plan that are in policy alignment with the Preliminary State Plan.

### Equity Goal

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - Page 6, in the County's framework section consists of an "Equity Assessment component [that] examines the geography of opportunity and provides an equity lens for assessing the socio-economic distribution of benefits and burdens within the County."
  - On page 23, it includes the Equity principle of Destination 2040 and recognizes the importance of investing in people through strategic investments in Middlesex County. Through an Equity Assessment carried out under Invest Smart, the geographic distribution of economic opportunities, disparities, and areas of need among Middlesex County's diverse communities is thoroughly examined. The Indicators of Potential Disadvantage (IPD) are mapped, which conveys the spatial patterns of potentially disadvantaged populations throughout the County. The IPD maps guide decision-makers to understand the geography of population-based need to effectively target programs and resources, including social services, housing, human services transportation, and workforce development.
  - On page 26-28, the plan presents the Opportunity Indicators Map, which characterizes areas of the County by dimensions of opportunity, including education, economic health, fiscal capacity, fair housing and housing affordability, health and the environment, transportation and social engagement. The map conveys the geography of opportunity to decisionmakers who can expand the access to opportunity areas and address lack of opportunity in specific areas.
  - On page 23, the Destination 2040 principles section recognizes the importance of investing in people through strategic investments. "Through an Equity Assessment carried out under Invest Smart, the geographic distribution of economic opportunities, disparities, and areas of need among Middlesex County's diverse communities... [the assessment] services as a foundation for directing targeted economic investments towards promoting inclusive growth by investing in people."
- Equity & Environmental Justice Priorities
  - Equitably distribute the benefits and burdens flowing from implementation of the municipality/county plans. The State of New Jersey is committed to fostering a stronger and fairer state for all residents. Addressing longstanding harms and structural inequities will strengthen outcomes for historically underrepresented communities.
  - On page 19, it states that the County should target appropriate economic development, workforce development, community revitalization, human services, educational and cultural resources to areas of identified need and historically disadvantaged

communities. Build on existing community assets, pursue investment opportunities and address identified needs in disadvantaged communities. Direct community beneficial development to historically disadvantaged and high need areas.”

## Climate Change Goal

- Effectively address the adverse impacts of global climate change.
  - The County highlights the climate hazards and environmental constraints faced by Middlesex County and focuses on Flood Hazard Areas to ensure long-term resilience and smart development of the County. Additionally, on page 63, County’s resources on wetlands, streams and storm surges areas for the municipalities to use for preliminary climate resilience assessment.”
  - In the objective section on page 20 states for the County to "Enhance resilience of infrastructure and communities" by the following strategies, "Avoid development in flood zones and other hazardous areas. Enhance infrastructure and community resilience. Direct development away from environmental resources critical to climate resilience, such as wetlands and open space.”
  - In Invest Smart, reducing greenhouse gas and other emissions, is one of the Plan’s objectives on page 20. This is accomplished by direct growth to walkable centers to encourage public transit use, biking, walking and the reduction of car travel; encouraging clustering of freight facilities in suitable locations with access to a surface transportation network, especially rail; expand access to the rail freight network; direct development away from forested lands and wetlands; and encourage alternative energy facilities in appropriate locations.
- Continue coordination efforts, promote well-managed coastal communities, and coordinate growth programs/policies with response planning and mitigation.
  - On page 63, the plan presents a “Climate Hazards and Environmental Constraints” section that highlights the climate hazards and environmental constraints faced by Middlesex County and articulates policies to ensure long-term resilience and smart development of the County. Coastal areas are mapped along with flood hazard areas, resources on wetlands, streams and storm surges for the municipalities to use for preliminary climate resilience assessment.

## Natural & Water Resources Goal

- Protect, maintain, and restore the state’s natural and water resources and ecosystems.
  - In the County’s objective on page 20 states "Preserve natural and agricultural lands" by the following strategies, "Direct land development to walkable centers and brownfield and grey fields and discourage the loss of agricultural and natural lands to development. Target preservation programs to suitable locations."

- Natural Resource and Ecosystems Priorities – Habitat Preservation and Restoration
  - On page 20, the *Invest Smart* states that a key objective of the Plan is to “preserve natural and agricultural lands. Direct land development to walkable centers and brownfield and grey fields and discourage the loss of agricultural, natural lands and habitat to development.”
- Natural Resource and Ecosystems Priorities – Agriculture and Food Production
  - A major objective of *Invest Smart* is to encourage growth in areas that have access to infrastructure, transportation, public facilities, and redevelopment so that sprawl is minimized, and areas of agriculture and open space can be preserved. Invest Smart is specific in its focused appraisal of agricultural lands and through its recommendations and GIS mapping, highlights the need to preserve and restore agriculture in the County to the greatest extent possible, to further the County’s economy and food production.
- Natural Resource and Ecosystems Priorities – Water Quality
  - *Invest Smart* presents a series of objectives and recommendations to achieve those objectives. The overarching benefit of Invest Smart is to eliminate sprawl and scattered development types which in turn would produce less carbon emissions from automobiles and greater walkability. Invest Smart’s vision is to create walkable neighborhoods and mixed-use centers along transportation hubs that encourage the use of public transit and bicycles and scooters. This shift will decrease greenhouse gases and improve the air quality of the region.
- Natural Resource and Ecosystems Priorities – Water Quality
  - *Invest Smart*, is a planning tool, that allows the user to identify the best locations for future development such that environmental resources are protected, including buffers and preservation of land that is agriculturally vital, like prime farmland, and environmentally sensitive, including areas adjacent to surface water bodies and wells. “On page 20, an objective is to direct development away from environmental resources critical to climate resilience, such as wetlands and open space.”

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean up pollution.
  - In the objective section on page 20 states "Reduce greenhouse gas and other emissions" by the following strategies, "Direct growth to walkable centers to encourage public transit use, biking and walking and reduce car travel. Encourage clustering of freight facilities in suitable locations with access to surface transportation network especially rail. Expand access to the rail freight network. Direct development away from forested lands and wetlands. Encourage alternative energy facilities in appropriate locations."
- Pollution and Environmental Clean-Up Priorities – Brownfields Remediation and Reuse
  - A major theme in Invest Smart is redevelopment. Redeveloping commercial, residential and industrial uses reinforces existing growth areas and can be cost-effective due to the presence of infrastructure and other services. Brownfield remediation in focused investment areas is a policy that supports reinvestment in strategic locations.

- On page 47 of Invest Smart there is a list of Development Objective Categories and Corresponding Development Strategies. Brownfield Remediation and Reuse is incorporated into the following policies: “pursue small-scale, context sensitive infill development and redevelopment; pursue economic and community development strategies that enhance quality of life and economic opportunity; and strategically accommodate growth in ways compatible with existing community character.”
- Invest Smart, on page 20, “recommends directing growth to walkable centers and brownfield and grey fields and discourage the loss of agricultural and natural lands to development.”

## Revitalization and Re-Centering Goal

- Revitalize and re-center the state’s underutilized urbanized areas.
  - Invest Smart is a plan that fosters revitalization of growth areas located within Middlesex County. On page 49 a strategic investment area category is identified in Invest Smart, Urban Central Business District, that presents as its vision ensuring that these locations be vibrant, mixed-use downtowns with substantial existing infrastructure and where growth and economic development are encouraged.

## Economic Development Goal

- Promote economic growth that benefits all residents of New Jersey.
  - In the objective section on page 19 states, "Strengthen local fiscal and economic health" by the corresponding strategies, "Encourage compact land development to make efficient use of existing infrastructure and community facilities. Support redevelopment and rehabilitation efforts that strengthen the local tax base and create economic opportunity. Create and maintain desirable places that attract new residents, businesses and visitors and provide economic opportunity for existing residents. Attract employment-and tax-generating goods movement facilities, while mitigating community and environmental impacts."
- Equitable Economic Development Priorities
  - In the objective section on pages 19-20 states "Maintain and revitalize communities and reduce social and economic disparities" with the following strategies, "Target appropriate economic development, workforce development, community revitalization, human services, educational and cultural resources to areas of identified need and historically disadvantaged communities. Build on existing community assets, pursue investment opportunities and address identified needs in disadvantaged communities, expand fair and affordable housing options to meet the needs and preferences of all persons, regardless of life stage, race, ethnicity, income, or abilities. Direct community beneficial development to historically disadvantaged and high-need areas. Ensure areas prioritized for growth are accessible by disadvantaged populations. Protect stable residential neighborhoods from adverse impacts of commercial, industrial and institutional development and activity. Address disparities in health and environmental impacts."

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choosing that meet their needs and offer ready access to the full range of supportive goods and services.
  - Invest Smart on page 19 states “provide varied housing options in suitable and accessible locations. Encourage affordable housing in areas with access to amenities, services, and public transit. Expand fair and affordable housing options to meet the needs and preferences of all persons, regardless of life stage, race, ethnicity, income or abilities.”

## Infrastructure Goal

- Economic opportunity through nation leading infrastructure.
  - In the objective section on pages 18-19 states "Align land and economic development with existing infrastructure and infrastructure investments" with corresponding strategy that states the following: "Encourage growth in areas with existing infrastructure, community facilities and envisioned for development and redevelopment by affected municipality. Locate new and infill industrial and warehousing facilities located in areas with efficient access to the regional freight network, prioritizing brownfield and Greyfield sites. Target agricultural sector investments to appropriate."
- Infrastructure Priorities – Investment Priorities
  - In the investment areas section on page 40 states areas categories "Downtown, Corridor, Employment Node, Neighborhood and Preservation Investment Areas" (page 40). In addition, on page 60, the County specifies that "Neighborhood Investment Areas should be prioritized for maintenance and quality of life investments, such as maintenance of housing stock, recreational open space and improved walkability." Also, on page 61, the County mentions that "Preservation Investment Areas... should be prioritized for preservation, ecological restoration, stewardship and agricultural business investments"
- Infrastructure Priorities – Mobility & Equitable Access for all Age & Income Groups
  - In the objective section on page 19 states to "improve regional and local accessibility" with the following strategies, "encourage growth in walkable and bike-able areas with easy access to public transit, provide varied housing options in suitable and accessible locations, encourage affordable housing in areas with access to amenities, services and public transit, invest in multi-modal infrastructure to improve regional and local access, improve freight network accessibility at suitable locations, including rail accessibility, improve employee access to shifting job locations, particularly warehousing facilities."
- Infrastructure Priorities – Clean Energy
  - Invest Smart advocates on page 20 for “direct growth to walkable centers to encourage public transit use, biking and walking and reduce car travel, encouraging clustering of freight facilities in suitable locations with access to surface transportation network, especially rail; expanding access to the rail freight network; and encouraging alternative energy facilities in appropriate locations.”
- Infrastructure Priorities – Public Health and the Built Environment Priorities

- *Invest Smart* on page 20 “direct land development to walkable centers to encourage public transit use, biking and walking and reduce car travel.” “Encourage growth in walkable and bikeable areas with easy access to public transit.”

## Historic and Scenic Resources Goal

- Protect, enhance, and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - *Invest Smart* on page 47 states that “preserving and maintaining historic and cultural assets” is an important strategy to follow in order to maintain the character of Middlesex County.
- Historic Resources, Cultural Resources and the Arts – Priorities
  - *Invest Smart* on page 48 states that policies to enhance areas should “pursue placemaking strategies and support arts and culture.”
- Open Space, Historic, Cultural, Scenic and Recreational Resources – Priorities
  - *Invest Smart* on page 48 states that policies to enhance communities should pursue neighborhood improvements including community facilities, recreational open space, improved walkability, and improved access to public transit.

## Comprehensive Planning Goal

- Foster sound and integrated planning and implementation at all levels statewide.
  - *Invest Smart*, on page 48, lists policies meant to enhance areas of Middlesex County that include “strategically accommodating growth in ways compatible with existing community character and avoid, minimize and mitigate undesired impacts of growth; pursue small-scale, context sensitive infill development and redevelopment; introduce new housing types and mixed-use development in appropriate and accessible locations, while respecting existing neighborhood character; retrofit auto oriented, commercial development; pursue economic and community development strategies that enhance quality of life and economic opportunity.
- Develop, adopt and implement design guidelines; apply design principles; design circulation systems to maximize connectivity.
  - *Invest Smart* on pages 49 to 62 presents detailed design guidelines for each type of place type presented in the Plan.

# Middlesex County Adopted 1970 Comprehensive Master Plan

State Plan Goals are from the Preliminary State Plan

This document has been formatted as follows:

- State Plan Goal:
  - Elements of Middlesex County's Comprehensive Master Plan that are in policy alignment with the Preliminary State Plan.

## Equity Goal

- Implement equitable planning practices to promote thriving communities for all New Jerseyans.
  - On page 13, it states "To achieve equalities of opportunity among all segments of the area's population to partake freely and fully in the benefits of the economy and services [including transportation and education] of the area."
  - On page 4, it states "Equality of opportunity-All segments of the population should be afforded an equal opportunity to participate to their full capacity in the Study Area's economy, society, and environment regardless of income, race, age or any other socioeconomic characteristics."
  - On page 5, it states "Safety should be a hallmark of our environment. Flooded homes, dry wells, faulty foundations, polluted air and spoiled resources have been nature's response to careless development in the past. We must also learn to live with each other in compatible land uses safely interrelated."

## Climate Change Goal

- Effectively address the adverse impacts of global climate change.
  - No information was provided regarding the County's efforts in this area.

## Natural & Water Resources Goal

- Protect, maintain, and restore the State's natural and water resources and ecosystems.
  - On page 8, it states a policy is to acquire about 3,371 acres of land for conservation by 1980
  - On page 8, it states a policy is to develop about 450 acres of existing County park sites by 1980
  - On page 13 it states "To achieve amenity in living and working environments" through conservation and preservation of nature.
- Natural Resource and Ecosystems Priorities – Water Quality
  - On page 7, it states a policy is to "Acquire important natural resources for public ownership, especially lands which protect ground waters."
  - On pages 7-8, it states state a policy is to "Press for State and Federal projects which have major regional significance, including Pigeon Swamp, Weston's Mill Pond, Crab Island and South River Dams, Six Mile Run Reservoir, and the Delaware and Raritan Canal" by 1980.



- On page 124, it states a goal is “that the County’s open space system should include and protect the remaining natural resources, including surface water, swamp lands, aquifer recharge areas, etc.”

## Pollution and Environmental Clean-Up Goal

- Protect the environment, prevent and clean up pollution.
  - On pages 1-2, the 1970 Comprehensive Master Plan inventories major private, municipal, and regional refuse collection and disposal facilities serving the Middlesex County Study Area.

## Revitalization and Re-Centering Goal

- Revitalize and re-center the State’s underutilized developed areas.
  - On page 30, it states, “In Summary, municipal land use controls should be sensitized to the Study Area’s remaining resources, the interrelationship of residential to other land uses, and the growing demands for residential lands of densities and locations commensurate with the socio-economic needs of the existing and future population.”
  - On page 19, it states “This conceptual land use plan (Figure 4) was developed by the planning staff and consultants in the following sequence: Each major regional system (highways, transit, water, sewerage, and natural resources) was considered as an independent system around which future growth levels were distributed in a fashion to optimize each of these systems.”
  - On page 20, it states “Figure 4 is a Conceptual Land Use Pattern Map that identifies new regional centers, community centers, growth corridors, low density development, conservation, and water resources.”

## Economic Development Goal

- Promote economic growth that benefits all residents of New Jersey.
  - On page 67, it states, “We have dissected and analyzed the development patterns of the Middlesex County Study Area. In doing so we have observed various activities of a rapidly urbanizing County interacting – often competing – with each other to occupy favorable, and economically effective locations at which best to perform such function as: provision of housing; the production and distribution of goods to surrounding regions as well as within this region; the provision of a growing variety of services – private and government – to the populations living there.”

## Housing Goal

- Provide an adequate supply of housing for residents of all ages and incomes in communities of their choice that meet their needs and offer ready access to the full range of supportive goods and services.
  - Page 5 states a policy is “Accelerated and expanded housing renewal efforts in the County’s older residential centers to produce 12,000- new or rehabilitated dwellings” by 1980.

- Page 5 states a policy is to “Conserve good housing and residential qualities in sound but older fully developed neighborhoods.”
- Page 8 states a policy is to “Place decentralized [health, education, and other] facilities in new planned-unit communities whenever possible.”
- Page 69 states a policy is “to promote the attainment of annual housing production goals sufficient to meet projected slum and other rehousing needs plus population and job growth needs of Middlesex County,” particularly for (page 67-69) low-income families, students, and the elderly.”
- Page 69 states a policy is “to promote construction of new balanced income, planned unit communities on large vacant tracts outside the County’s older residential centers to provide new housing supplies for all income groups.”
- Page 69 states a policy is “to promote greatly accelerated rates of rehousing for families living in deteriorated areas in the County’s older centers; to be accomplished in ways that preserve the existing community ties of such families.
- Pages 69-70 state a policy is “to promote the preparation and implementation of detailed neighborhood environment design plans to assure a protected growth for such neighborhoods against commercial expansion and traffic intrusions.”
- Page 70 states a policy is “to promote neighborhood conservation measures for stable, older neighborhoods throughout the County.”
- Page 70 states a policy is “to promote a reduction of the present reliance on property taxation and a shifting of school costs to the State” to reduce both fears of reassessments after completing home improvements.

## Infrastructure Goal

- Economic opportunity through nation leading infrastructure.
  - Page 13 states a goal is “To achieve [and ensure] adequate capacities in the various systems that serve the people and economy of the area,” referring to school, hospital, bus, highway, power, water, waste disposal, housing, and other systems.
  - Page 70 states a policy is “to promote a reduction of the present reliance on property taxation and a shifting of school costs to the State” to reduce fears of rising school costs with more housing.
- Infrastructure Priorities – Investment Priorities
  - Page 6 states a policy is to “Establish a county role in planning and aiding financially public transit system improvements, emphasizing the internal (local) county transit service.”
  - Page 13 states a goal is “To achieve efficiency and economy in the design and operation of these [urban] systems.”
  - Page 6 states a policy is to “Place emphasis of new and improved [transportation] facilities in norther Middlesex County where the greatest traffic congestion occurs.”
- Infrastructure Priorities – Mobility & Equitable Access for all Age & Income Groups
  - Page 5 states a policy is “For the immediate future, new land brought into use should be concentrated in the northern portions of the County.

- Page 6 states a policy is to “Disengage the County from portions of its previously planned freeway network and remain committed to only the most essential freeway routes for 1980.” Page 87 clarifies this is due to projected disruptive effects on stable residential areas and travel patterns, increased air pollution, and increased traffic congestion.
  - Page 6 states a policy is to “emphasize the upgrading of the existing arterial network by adding capacity through road widening and operational improvements.”
  - Page 6 states a policy is to “Maintain all existing local bus routes” including (page 105-106) buses, stops, and connection.
  - Page 6 states a policy is to “Increase the use of local transit through the extension of local bus routes offering special kinds of services, facilitating transfers, and coordinating schedules.” On page 125, it is specified to expand these options for low-income, elderly, and immobile populations for parks especially.
  - Page 7 states a policy is to “Provide adequate parking along commuter bus and rail lines for use by park-and-ride commuters.”
  - Page 7 states a policy is to “Improve rail service in the southern portions of the County.”
  - Page 124-125 state a goal is “that more parks, open space and/or recreational opportunities be made available to population living at high density in the urban areas, and particularly in areas with high concentrations of low-income, elderly, or otherwise immobile populations.”
- Infrastructure Priorities – Public Health and the Built Environment Priorities
    - Page 8 states a policy is to “Decentralize regional health, education, and other County facilities to service areas with a maximum of 200,000 persons.”
    - Page 8 states a policy is to “Establish health and education outreach facilities (in neighborhoods of low-income and elderly residents).”

## Historic and Scenic Resources Goal

- Protect, enhance, and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value.
  - Page 8 states a policy is to “Support the development of a cultural center in Woodbridge or New Brunswick” by 1980.
  - Page 7 states a policy is to “Acquire and develop remaining parcels of vacant land in densely populated areas of the County for heavily used recreational facilities.”
  - Page 7 states a policy is to “Acquire key parcels throughout the County for recreational development beyond the 1980 planning horizon.”
  - Page 8 states a policy is to acquire about 855 acres of land for recreation development by 1980.
  - Page 124 states a goal is “that the full recreational potential of the County’s natural resources be realized.”
  - Page 125 states a goal is “that all new residential areas include accessible, usable, and appropriate open space facilities.”

- Page 154 states a goal is “that open space be utilized in all types of urban areas through the use of flood plains, shorelines, public spaces and squares in central areas, and other elements of the urban landscape, where applicable.”

### Comprehensive Planning Goal

- Foster sound and integrated planning and implementation at all levels Statewide.
  - Page 13 states a goal is “To achieve amenity in living and working environments” through creative site and building design.

# Appendix B – Negotiating Agenda



Negotiating Agenda  
Middlesex County, NJ  
May 30, 2025

# Contacts

Charles Kenny, Commissioner

[Charles.Kenny@co.middlesex.nj.us](mailto:Charles.Kenny@co.middlesex.nj.us)

Vijayant Rajvanshi, Middlesex County Planning Director

[Vijayant.Rajvanshi@co.middlesex.nj.us](mailto:Vijayant.Rajvanshi@co.middlesex.nj.us)

Mirah Becker, Supervising Planner, Regional Planning

[Mirah.Becker@co.middlesex.nj.us](mailto:Mirah.Becker@co.middlesex.nj.us)

Ryan Rapp, Supervising Planner, Spatial Data Services

[Ryan.Rapp@co.middlesex.nj.us](mailto:Ryan.Rapp@co.middlesex.nj.us)

Kristin Russell, Colliers Engineering

[Kristin.Russell@collierseng.com](mailto:Kristin.Russell@collierseng.com)

# Public participation

*Program results, including meeting schedules, hearings, interested parties list.*

As part of the Cross-Acceptance public participation outreach, several meetings were held to advise the public at large, and local municipalities specifically, about the Cross-Acceptance process. Meetings were held on the following dates:

## **Public Information Meeting**

March 24, 2025, 6:00 PM

Agenda and sign-in sheet attached

## **CART and Map Training (virtual)**

April 1, 2025, 3:00 PM; April 3, 2025, 10:00 AM; April 3, 2025, 3:00 PM

Interested Parties:

Marta Darden, AICP, PP (Woodbridge)  
Michael Gelin, P.E., CME, CFM (Woodbridge)  
Thomas C. Flynn, MPA, CFM (Woodbridge)  
Eric Griffith, P.P., A.I.C.P (Woodbridge)  
Chris Kesici, PP, AICP (Woodbridge)  
Marie Raffay, PE (Middlesex)  
Joe Herrera (Piscataway)  
Jonathan Misrahi (Piscataway)  
Shannon Spillane (Jamesburg)  
Elsie Foster (Highland Park)  
Matt Hale (Highland Park)  
Teri Jover (Highland Park)  
Chris Cosenza (Highland Park, Metuchen)  
Tom Vigna (North Brunswick)  
Michael Hritz (North Brunswick)  
Linda Koskoski (Metuchen)  
Dan Dominguez (New Brunswick)  
Makvika Apte (Monroe)  
Rob Russo (Monroe, South Amboy, Hemletta, Spotswood)  
McKinley Mertz (South Plainfield)

## **County Planning Board Meeting**

May 13, 2025, 3:15 PM

Agenda and sign-in sheet attached



# Policy in Question

*Provide a clear statement of the planning policy in question and the municipal, county, regional, or statewide ramifications of implementing that particular planning policy of The Preliminary State Plan or the ramifications of not addressing a particular planning policy.*

A policy change request is hereby made to create an “Area of Critical State Concern” for the 660-acre Peter J. Barnes III Wildlife Preserve. Similar to the Pinelands, Highlands, NJSEA, Fort Monmouth Economic Revitalization Authority, and Casino Reinvestment Development Authority, the Barnes Wildlife Preserve deserves special statutory treatment under the Peter J. Barnes III Wildlife Preservation Act, and the Plan should treat the Preserve with the same deference as the Special Resources that are named in the State Planning Act.

Map policy change requests have been prepared as submitted as a supplemental appendix in this Cross-Acceptance Report. Each map change is presented graphically on a quadrangle map, and an explanation provided for each request on the corresponding table.

# State Plan Citation

*Cite the pertinent goal, policy, criterion, section, page number, etc. in either the State Plan or The Preliminary State Plan.*

Page 61 of the Preliminary Draft State Plan addresses Regional Planning and Areas of Critical State Concern. This section should be updated to include Peter J. Barnes III Wildlife Preserve.

Other requested policy changes related to the State Plan Map. These are generally corrections to Plan Area boundaries based on existing development, planned development, or the desire to protect existing open space. One municipal suggestion is to create an additional PA1 classification for existing, established downtown areas.

# Alternative

*Propose a reasonable alternative that may be equally effective in meeting the goals of the State Planning Act, or if there is no preferred alternative, why deletion of the State Plan Provision would be beneficial. If the issue involved something that is not currently addressed in the State Plan, propose a viable way of adding it to the Plan.*

The requested policy change to create an “Area of Critical State Concern” for the Peter J. Barnes III Wildlife Preserve does not have a viable alternative beyond a PA5 designation.

All requested policy changes related to the State Plan Map.

One municipal suggestion is to create an additional PA1 classification for existing, established downtown areas. A viable way to accomplish this would be to survey downtowns in existing PA1 areas based on density or other criteria. In the alternative, additional Center designation may be effective.



State of New Jersey  
DEPARTMENT OF STATE  
NEW JERSEY STATE PLANNING COMMISSION  
P.O. BOX 820  
TRENTON, NEW JERSEY 08625-0820

PHILIP D. MURPHY  
*Governor*

LT. GOVERNOR TAHESHA L. WAY  
*SECRETARY OF STATE*

THOMAS K. WRIGHT  
*CHAIRMAN*

WALTER C. LANE  
*Acting Executive Director*

STATE PLANNING COMMISSION  
PUBLIC INFORMATIONAL MEETING  
PRELIMINARY STATE DEVELOPMENT AND REDEVELOPMENT PLAN UPDATE  
MIDDLESEX COUNTY  
Monday, March 24, 2025  
6:00 p.m. – 8:00 p.m.

---

- 6:00 Welcome & Introductions**  
Charles Kenny, County Commissioner, Middlesex County  
Vijayant Rajvanshi, Interim Planning Director, Middlesex County  
Walter C. Lane, Acting Executive Director, Office of Planning Advocacy
- 6:10 Overview of the Preliminary State Development and Redevelopment Plan and the Cross-Acceptance process**  
Walter C. Lane, Acting Executive Director, Office of Planning Advocacy
- 6:30 Public Comment**
- 8:00 Adjourn**

**Public Comment Guidelines:**

Comments may be provided orally or in written form during or after the meeting. Written comments can be sent electronically to [stateplan.comments@sos.nj.gov](mailto:stateplan.comments@sos.nj.gov) or by completing the online form. To access the online form, scan the QR code below.



For more information about the Office of Planning Advocacy Cross-Acceptance process, please visit our website at: <https://nj.gov/state/bac/planning/state-plan/development>



# State of New Jersey

DEPARTMENT OF STATE

NEW JERSEY STATE PLANNING COMMISSION

P.O. BOX 820

TRENTON, NEW JERSEY 08625-0820

MIDDLESEX COUNTY PUBLIC MEETING

MARCH 24, 2025 6 PM - 8 PM

SIGN-IN SHEET

NAME	DEPARTMENT/ORGANIZATION	EMAIL ADDRESS	CHECK HERE TO BE ADDED TO OUR EMAIL DISTRIBUTION LIST
Susan Fein	Township of E. Brunswick	steve@eastbrunswicknj.org	<input type="checkbox"/>
Marcia Flynn	Woodbridge Twp	marcia.flynn@twp.woodbridge.nj.us	<input type="checkbox"/>
Thomas C. Flynn	Woodbridge Twp	thomas.flynn@twp.woodbridge.nj.us	<input type="checkbox"/>
Ernest Feist Jr	Centerstate Engineering Inc. Melville	Ernest.Feist@centerstateengineering.com	<input type="checkbox"/>
John A. Walker	Shenbas Zoned Land Use	walker1918@gmail.com	<input type="checkbox"/>
SHANON SPILLANE	JAMESBURG BOROUGH, MAYOR	sspillane@jamesburgborough.org	<input checked="" type="checkbox"/>
Michael LaPlace	Middlesex Borough Admin.	mlaplace@middlesexborough.nj.gov	<input checked="" type="checkbox"/>
Don Carroll	Middlesex County NY	doncarroll@co.middlesex.ny.us	<input type="checkbox"/>
BANDON	CITY OF NEW JAMESBURG	bandon@cityofnewjamesburg.org	<input checked="" type="checkbox"/>
Sharon Branson	The Watershed Institute	sbranson@thewatershed.org	<input type="checkbox"/>
Dawn Corcoran	Piscataway	dcorcoran@piscatawaynj.org	<input checked="" type="checkbox"/>
John T. Hennessy	Middlesex B.C.H.	HennessyJ@turnersbcg.com	<input checked="" type="checkbox"/>



# State of New Jersey

DEPARTMENT OF STATE

NEW JERSEY STATE PLANNING COMMISSION

P.O. BOX 820

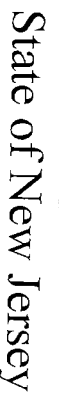
TRENTON, NEW JERSEY 08625-0820

MIDDLESEX COUNTY PUBLIC MEETING

MARCH 24, 2025 6 PM - 8 PM

SIGN-IN SHEET

NAME	DEPARTMENT/ORGANIZATION	EMAIL ADDRESS	CHECK HERE TO BE ADDED TO OUR EMAIL DISTRIBUTION LIST
Niyant Rajwanshi	Middlesex County	Niyant.Rajwanshi@co.middlesex.nj.us	<input type="checkbox"/>
Bonnie Flynn	Plainsboro Twp.	<del>bonnie</del> bflynn@plainsboro.nj.us	<input checked="" type="checkbox"/>
Miriah Becker	Middlesex Cty	miriah.becker@co.middlesex.nj.us	<input type="checkbox"/>
Mike Gelin	Woodbridge	michael.gelin@Twp.woodbridge.nj.us	<input type="checkbox"/>
Robert Dymov	center state engineering	rdymov@centerstateengineering.com	<input type="checkbox"/>
Kristin Russell	CED	kristin.russell@cedllc.com	<input type="checkbox"/>
Tom Mella	NORTH BRUNSWICK	trigina@northbrunswicknj.gov	<input checked="" type="checkbox"/>
Chas. Kateri	New Brunswick Comm	ckateri@newbrunswicktoday.com	<input checked="" type="checkbox"/>
Joseph Harsena	Piscataway Twp	jharsena@piscatawaytwp.net	<input checked="" type="checkbox"/>
Carolyn Hauser	Old Bridge Twp	hauserc@oldbridge.org	<input type="checkbox"/>
			<input type="checkbox"/>



P.O. BOX 820

TRENTON, NEW JERSEY 08625-0820

MIDDLESEX COUNTY PUBLIC MEETING

MARCH 24, 2025 6 PM - 8 PM

SIGN-IN SHEET

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Ronald G. Rios  
County Commissioner Director

Shanti Narra  
County Commissioner Deputy Director

Claribel A. Azcona-Barber  
Charles Kenny  
Leslie Koppel  
Chanelle Scott McCullum  
Charles E. Tomaro  
County Commissioners



Charles Kenny  
Chairperson,  
Transportation

John A. Pulomena  
County Administrator

Khalid Anjum  
Department Head

Vijayant Rajvanshi AICP  
Planning Director

**DEPARTMENT OF TRANSPORTATION**  
Office of Planning

**AGENDA**

Middlesex County Planning Board  
Middlesex County Administration Building  
75 Bayard Street, New Brunswick, NJ 08901  
Commissioner Meeting Room  
Tuesday, May 13, 2025  
3:15 p.m.\*

(\*or immediately following the 3:00 p.m.  
Development Review Committee meeting, whichever is later)

**I. Opening Meeting**

- A. Call meeting to Order
- B. Salute to the Flag
- C. Moment of Silence
- D. “Sunshine Law” Statement

*In accordance with the Open Public Meetings Act, notice of this public meeting has been delivered to the Star-Ledger and Home News Tribune newspapers and posted on the Middlesex County website as well as the community bulletin board of the Middlesex County Administration Building at least 48 hours in advance of the meeting.*

- E. Secretary: Roll Call

**II. Open Public Discussion on Items Listed on this Agenda Only**  
Motion to close the public portion; voice vote

**III. Administration**

- A. Meeting Minutes Approval April 08, 2025  
Motion to approve the above minutes; voice vote
- B. Correspondence
- C. Planning Director’s Report  
Motion to consider the above report; voice vote



IV. Old Business

V. New Business

- A. Action Items - None
- B. State Plan Cross-Acceptance Status Update - Presentation led by Kristin Russell, PP, AICP, Colliers Engineering
- C. Road Safety Audits Update - Presentation led by Matthew Maher, PE, PTOE, RSP2I, Stantec
- D. Development Review Committee Report - Katie Thielman-Puniello, Supervising Planner  
Motion to consider the above report; voice vote
- E. Other Correspondence
  - 1. The next meeting is June 10, 2025.

VI. Public Comments

VII. Adjournment





## MIDDLESEX COUNTY

### Middlesex County Development Review Committee and Planning Board

DATE: May 13, 2025

PLEASE SIGN IN

<u>NAME</u>	<u>AFFILIATION</u>	<u>MAILING ADDRESS</u>
Lynnette Sack, Esq.	L. Sack - MMA Law	86 Ave A, E. Brunswick, NJ
Mike Dannemiller	The Office of Planning	75 Bayard
Asha Negi	"	"
Dewise Nickl	MCOF	"
Kristin Russell	Planning	400 Valley Rd
Charlie Knobel	New Brunswick Today	PO Box 3180, NJ 08403
Mirrah Becker	MCOF	75 Bayard
Laurie Schel	MCOF	
Joseph Amoroso	Statetec	375 W Passaic St Rochelle Park

# Appendix C - County Map Amendments



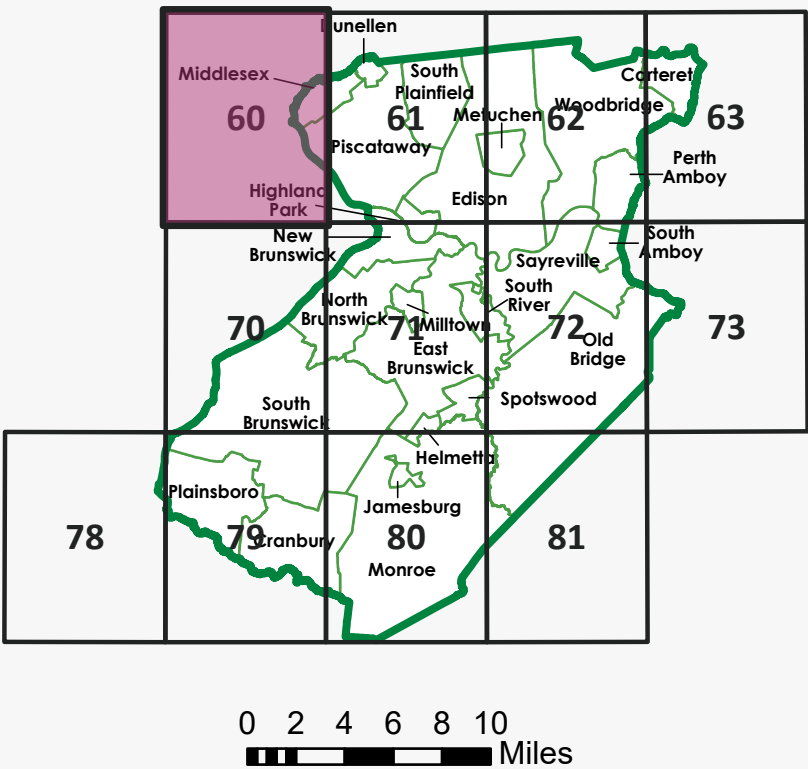


# Quadrangle 60: Bound Brook, NJ

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • N J  
**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000



Basemap service layer credits: Somerset County, New Jersey, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW*  
*By: Middlesex County Office of Planning*



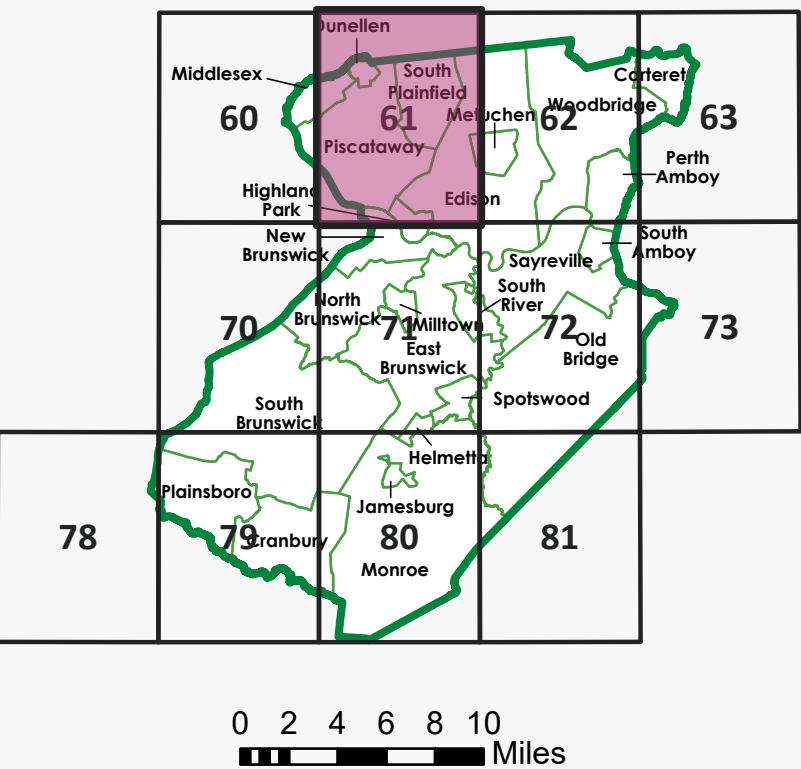
# Quadrangle 61: Plainfield, NJ

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan



CROSS ACCEPTANCE. 2025.

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000



Basemap service layer credits: Somerset County, New Jersey, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW*  
*By: Middlesex County Office of Planning*

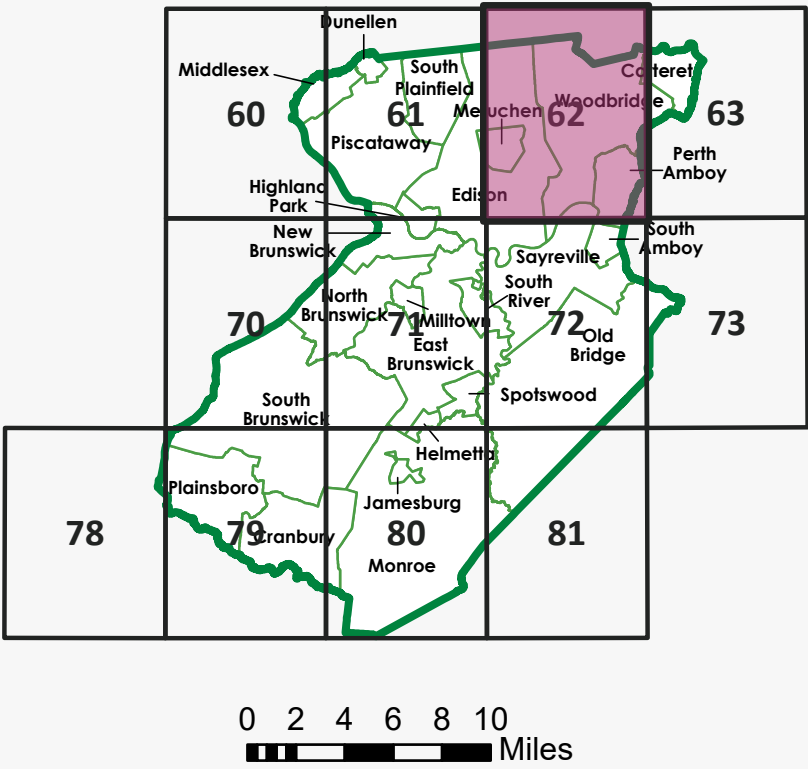


# Quadrangle 62: Perth Amboy, NJ-NY

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • N J  
**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000



Basemap service layer credits: New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW  
By: Middlesex County Office of Planning*

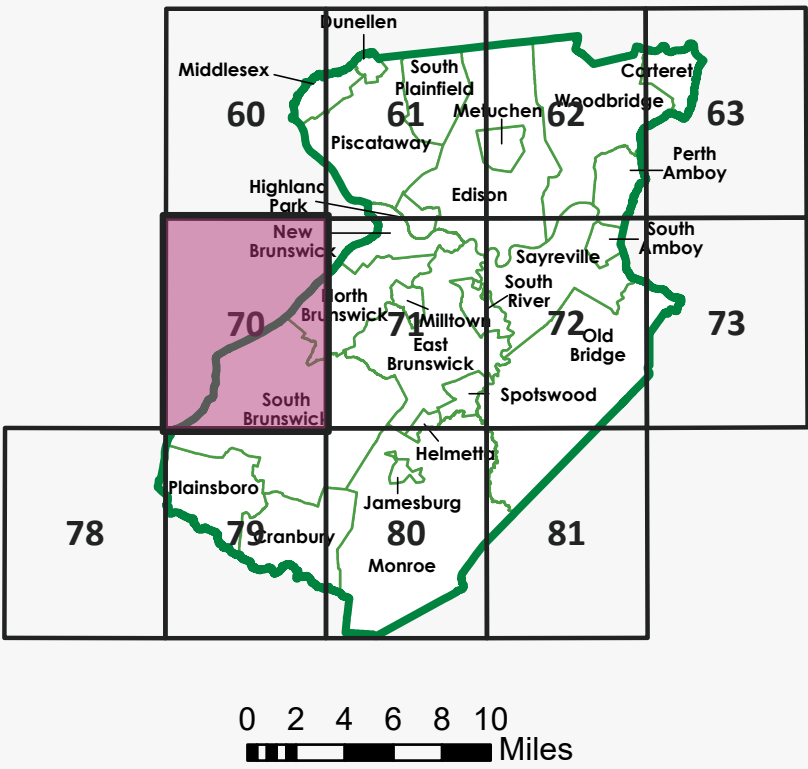


# Quadrangle 70: Monmouth Junction, NJ

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • N J  
**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000

0 4 8 12 16 20 Miles

Basemap service layer credits: Monmouth County NJ GIS, Somerset County, New Jersey, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW*  
*By: Middlesex County Office of Planning*



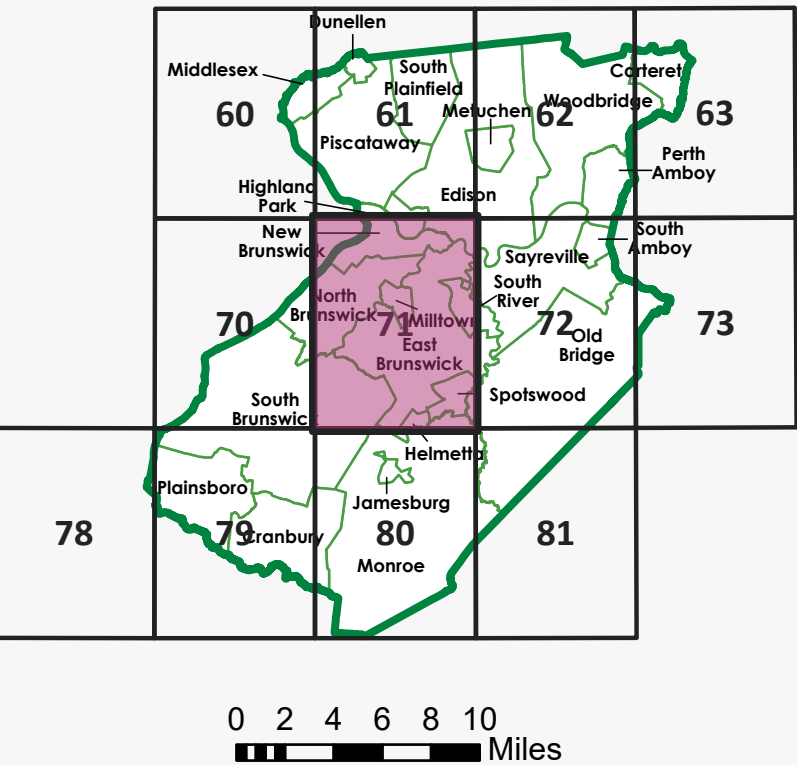
# Quadrangle 71: New Brunswick, NJ

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • N J

**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000



Basemap service layer credits: Monmouth County NJ GIS, Somerset County, New Jersey, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW  
By: Middlesex County Office of Planning*

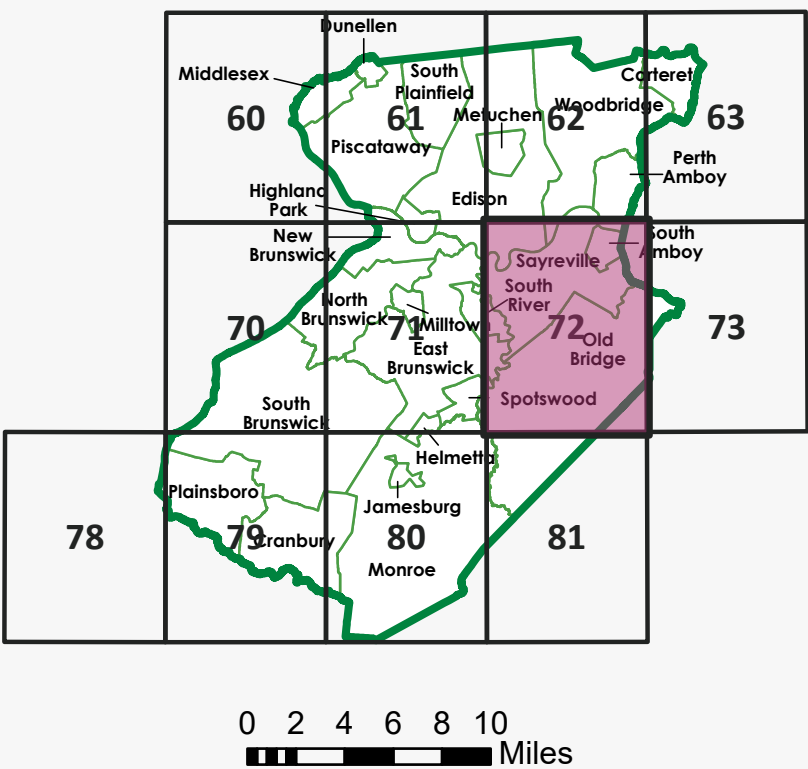


# Quadrangle 72: South Amboy, NJ-NY

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • NJ  
**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000



Basemap service layer credits: Monmouth County NJ GIS, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW  
By: Middlesex County Office of Planning*

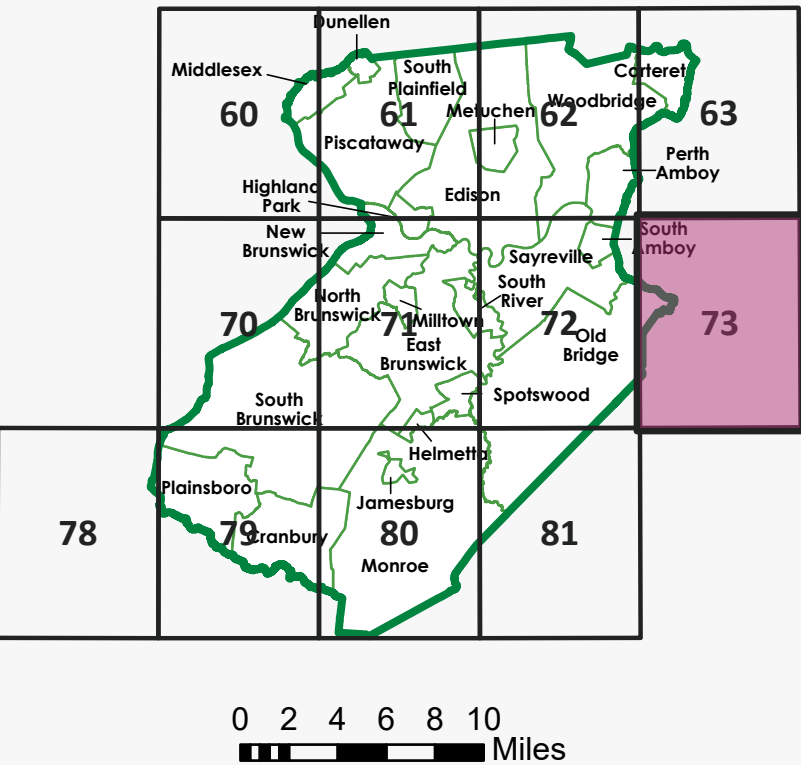


# Quadrangle 73: Keyport, NJ-NY

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • NJ  
**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000



Basemap service layer credits: Monmouth County NJ GIS, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW*  
*By: Middlesex County Office of Planning*



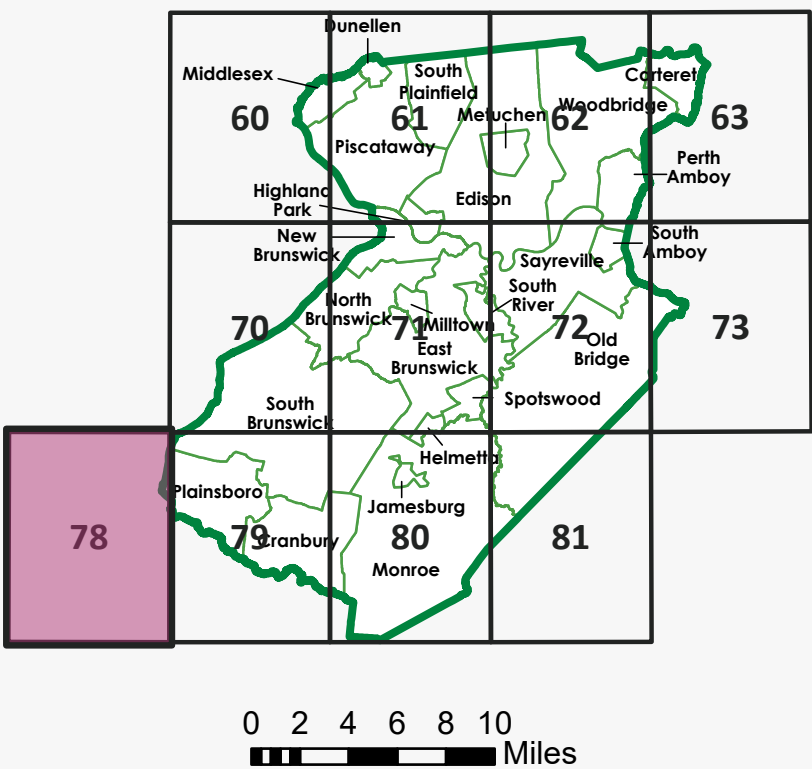
# Quadrangle 78: Princeton, NJ

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • N J

**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000

0 4 8 12 16 20 Miles

Basemap service layer credits: New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW*  
*By: Middlesex County Office of Planning*



# Quadrangle 79: Hightstown, NJ

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan



CROSS ACCEPTANCE. 2025.

### QUADRANGLE LOCATION MAP



0 2 4 6 8 10 Miles

#### LEGEND

- METROPOLITAN PLANNING AREA (PA1)
- SUBURBAN PLANNING AREA (PA2)
- FRINGE PLANNING AREA (PA3)
- RURAL PLANNING AREA (PA4)
- RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
- ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
- PARK / OPEN SPACE (PA8)
- PETER J. BARNES III WILDLIFE PRESERVE (PA15)

63-1 PLANNING AREA AMENDMENT ID NUMBER

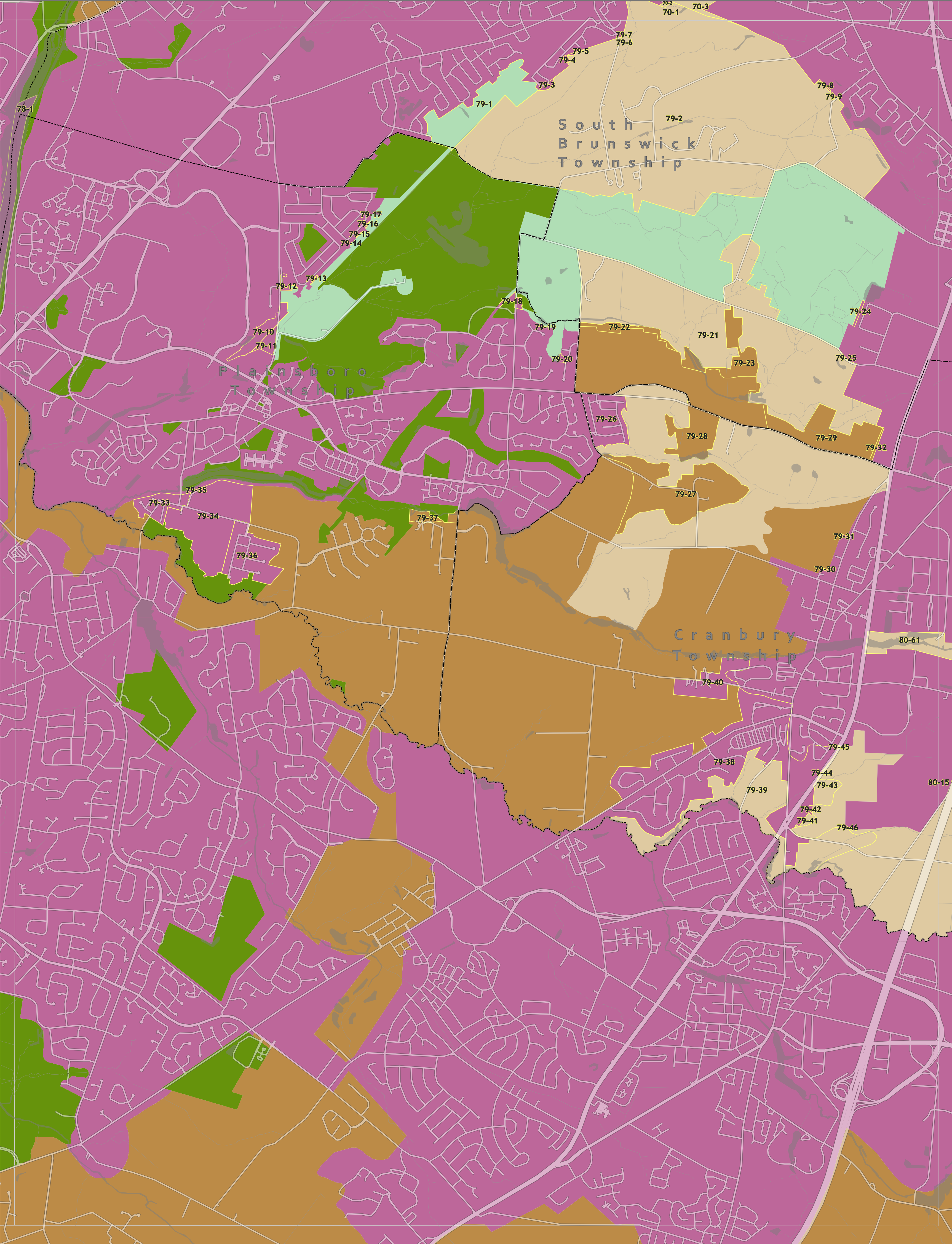


N

SCALE 1:24000

0 4 8 12 16 20 Miles

Basemap service layer credits: Monmouth County NJ GIS, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



*Prepared: May 29, 2025 DRAFT FOR REVIEW*  
*By: Middlesex County Office of Planning*



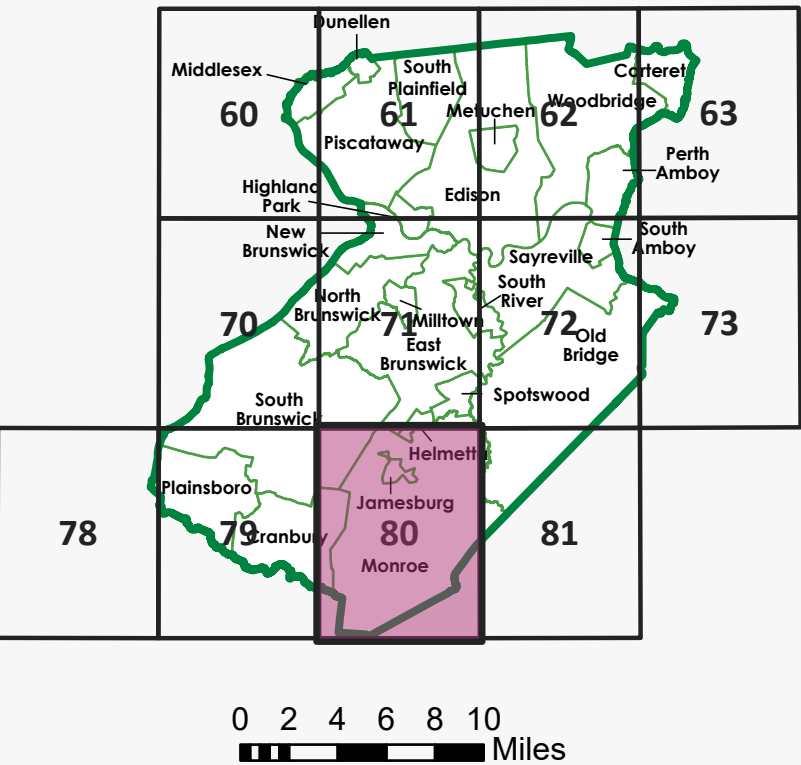
# Quadrangle 80: Jamesburg, NJ

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • NJ

**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000

0 4 8 12 16 20 Miles

Basemap service layer credits: Monmouth County NJ GIS, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW*  
*By: Middlesex County Office of Planning*

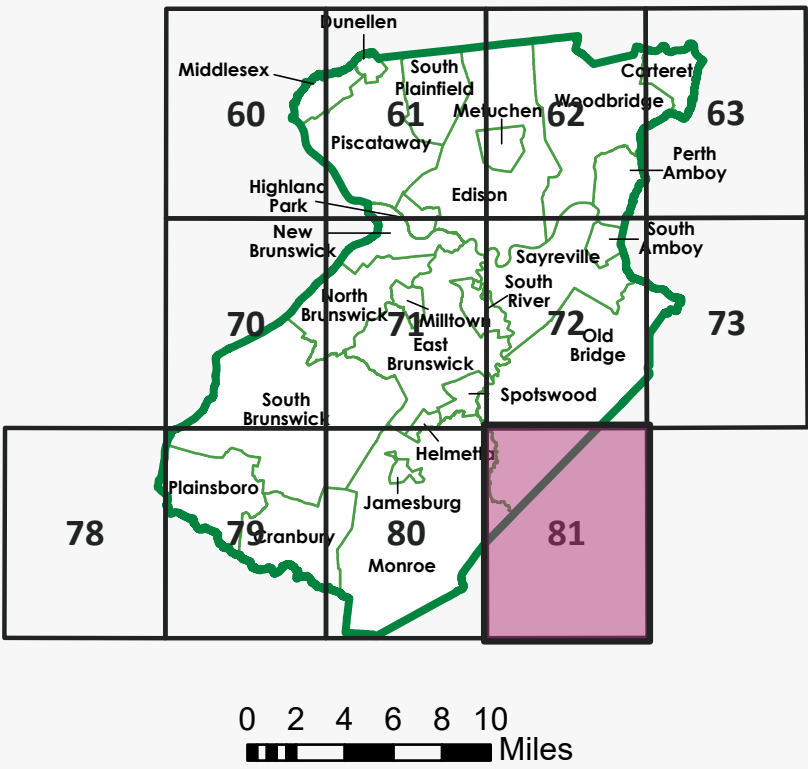


# Quadrangle 81: Freehold, NJ

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

**MIDDLESEX**  
COUNTY • NJ  
**CROSS ACCEPTANCE. 2025.**

QUADRANGLE LOCATION MAP



- LEGEND**
- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
  - PETER J. BARNES III WILDLIFE PRESERVE (PA15)
- 63-1** PLANNING AREA AMENDMENT ID NUMBER



SCALE 1:24000



Basemap service layer credits: Monmouth County NJ GIS, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 29, 2025 DRAFT FOR REVIEW  
By: Middlesex County Office of Planning*



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
60-1	BOUND BROOK NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon is an urbanized upland area within the sewer service area (SSA) adjacent to the existing edge of Planning Area 1; the physical characteristics of this area combined with being in the SSA do not meet the delineation criteria of PA5.
61-1	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-2	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-3	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-4	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-5	PLAINFIELD NJ	From ENV SENS (PA5) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-6	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-7	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-8	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-9	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
61-10	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-11	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-12	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-13	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-14	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-15	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-16	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-17	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-18	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
61-19	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-20	PLAINFIELD NJ	From ENV SENS (PA5) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-21	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-22	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-23	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-24	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-25	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-26	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-27	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
61-28	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-29	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-30	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-31	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-32	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-33	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-34	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-35	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-36	PLAINFIELD NJ	From METRO (PA1) to PETER J. BARNES III WP (PA15)	This polygon represents an amendment to a designation as the Peter J. Barnes III Wildlife Preserve (new proposed PA15). The polygon is located within the Wildlife Preserve as delineated by metes and bounds descriptions approved under the provisions of the Peter J. Barnes III Wildlife Preservation Act (L.2009, c.132, s.1; amended 2021, c.195, s.1.; C.40:55D-88.1 et seq.), an Act that also established a regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
61-37	PLAINFIELD NJ	From ENV SENS (PA5) to METRO (PA1)	This polygon represents a necessary realignment of the edge of the Metropolitan Planning Area (PA1) to coincide with the boundary of the Peter J. Barnes III Wildlife Preserve (new proposed PA15), and the State Plan Policy Map's acknowledgement of the regional planning authority known as the Peter J. Barnes III Wildlife Preservation Commission.
61-501	PLAINFIELD NJ	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edith Stevens Memorial Wildlife Preserve property. This polygon is NOT in the Edith Stevens Memorial Wildlife Preserve property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
61-502	PLAINFIELD NJ	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edith Stevens Memorial Wildlife Preserve property. This polygon is NOT in the Edith Stevens Memorial Wildlife Preserve property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
61-503	PLAINFIELD NJ	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edith Stevens Memorial Wildlife Preserve property. This polygon is NOT in the Edith Stevens Memorial Wildlife Preserve property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
61-504	PLAINFIELD NJ	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edith Stevens Memorial Wildlife Preserve property. This polygon is NOT in the Edith Stevens Memorial Wildlife Preserve property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
61-505	PLAINFIELD NJ	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edith Stevens Memorial Wildlife Preserve property. This polygon is within the Edith Stevens Memorial Wildlife Preserve property.
61-506	PLAINFIELD NJ	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edith Stevens Memorial Wildlife Preserve property. This polygon is within the Edith Stevens Memorial Wildlife Preserve property.
61-507	PLAINFIELD NJ	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edith Stevens Memorial Wildlife Preserve property. This polygon is within the Edith Stevens Memorial Wildlife Preserve property.
61-508	PLAINFIELD NJ	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edith Stevens Memorial Wildlife Preserve property. This polygon is within the Edith Stevens Memorial Wildlife Preserve property.
61-509	PLAINFIELD NJ	From OPEN SPACE-STATE PARK (PA8) to OPEN SPACE-MUNICIPAL PARK (PA8)	This polygon is in Edith Stevens Memorial Wildlife Preserve, but it is not a STATE PARK (DETAIL2 is in error). It is MUNICIPAL, not STATE.
62-501	PERTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is NOT in the Edison State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
62-502	PERTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is NOT in the Edison State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
62-503	PERTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is NOT in the Edison State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
62-504	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-505	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-506	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-507	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-508	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-509	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-510	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-511	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-512	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-513	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Edison State Park property. This polygon is within the Edison State Park property.
62-521	PERTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Proprietary House Historic Site property. This polygon is NOT in the Proprietary House Historic Site property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
62-522	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Proprietary House Historic Site property. This polygon is within the Proprietary House Historic Site property.
62-531	PERTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Surveyor General's Office Historic Site property. This polygon is NOT in the Surveyor General's Office Historic Site property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
62-532	PERTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Surveyor General's Office Historic Site property. This polygon is within the Surveyor General's Office Historic Site property.
70-1	MONMOUTH JUNCTION NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	The amendment polygon is outside** of the sewer service area (SSA), contains active agriculture, prime/important farmland soils, preserved farmland, and Agricultural Development Areas (ADAs) adopted by the CADB, but also encompasses a notable amount of env. sens. features; polygon is most consistent with PA4B delineation criteria. The current PA5 designation disregards the presence of agriculture and efforts to preserve agriculture in this area of the county. **w/ isolated exceptions.
70-2	MONMOUTH JUNCTION NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
70-3	MONMOUTH JUNCTION NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	The amendment polygon is outside** of the sewer service area (SSA), contains active agriculture, prime/important farmland soils, preserved farmland, and Agricultural Development Areas (ADAs) adopted by the CADB, but also encompasses a notable amount of env. sens. features; polygon is most consistent with PA4B delineation criteria. The current PA5 designation disregards the presence of agriculture and efforts to preserve agriculture in this area of the county. **w/ isolated exceptions.
70-4	MONMOUTH JUNCTION NJ	From RURAL ENV SENS (PA4B) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4B. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA1.
70-5	MONMOUTH JUNCTION NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
70-6	MONMOUTH JUNCTION NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
70-7	MONMOUTH JUNCTION NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Major Rd towards Davidsons Mill Rd / Farrington Lake, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
70-8	MONMOUTH JUNCTION NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Major Rd towards Davidsons Mill Rd / Farrington Lake, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
70-9	MONMOUTH JUNCTION NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Pigeon Swamp / Great Ditch / Deans Pond corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
71-1	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-101	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-102	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-103	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-104	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-105	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-106	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-107	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-108	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-109	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-110	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-111	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-112	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA1; area is undeveloped but the parcel it's within has some development
71-113	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-114	NEW BRUNSWICK NJ	From ENV SENS (PA5) to RURAL ENV SENS (PA4B)	The amendment polygon is outside** of the sewer service area (SSA), contains active agriculture, prime/important farmland soils, preserved farmland, and Agricultural Development Areas (ADAs) adopted by the CADB, but also encompasses a notable amount of env. sens. features; polygon is most consistent with PA4B delineation criteria. The current PA5 designation disregards the presence of agriculture and efforts to preserve agriculture in this area of the county. **w/ isolated exceptions.
71-115	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-116	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-117	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-118	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-119	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-120	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-121	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-122	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-123	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA1; This is also a small adjustment to bring the PA1-PA5 boundary into alignment with convergence of the 2 Municipal boundaries
71-124	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA1; This is also a small adjustment to bring the PA1-PA5 boundary into alignment with convergence of the 2 Municipal boundaries
71-125	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-126	NEW BRUNSWICK NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
71-127	NEW BRUNSWICK NJ	From ENV SENS (PA5) to RURAL ENV SENS (PA4B)	The amendment polygon is outside** of the sewer service area (SSA), contains active agriculture, prime/important farmland soils, preserved farmland, and Agricultural Development Areas (ADAs) adopted by the CADB, but also encompasses a notable amount of env. sens. features; polygon is most consistent with PA4B delineation criteria. The current PA5 designation disregards the presence of agriculture and efforts to preserve agriculture in this area of the county. **w/ isolated exceptions.
71-128	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-130	NEW BRUNSWICK NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
71-131	NEW BRUNSWICK NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2; This is also a small adjustment to bring the PA2-PA4 boundary into alignment with convergence of the 2 Municipal boundaries



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-132	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon is developed and contains a high degree of impervious surface, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-133	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-134	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-135	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-136	NEW BRUNSWICK NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
71-137	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-138	NEW BRUNSWICK NJ	From ENV SENS (PA5) to RURAL (PA4)	Resolution of residential development and dwellings bisected by the current PA boundary; a rural area in proximity to farmland targeted for preservation.
71-139	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-140	NEW BRUNSWICK NJ	From RURAL (PA4) to METRO (PA1)	Polygon is in the Sewer Service Area consistent with PA1; Area is already developed consistent with PA1
71-141	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-142	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-143	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-144	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-145	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-146	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-147	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-148	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-149	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-150	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-151	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-152	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-153	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-154	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-155	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-156	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	Polygon is in the Sewer Service Area consistent with PA1; Area covered by the polygon, which are single family homes in an existing neighborhood, is already developed consistent with PA1.
71-157	NEW BRUNSWICK NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
71-158	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, within the Manalapan Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-159	NEW BRUNSWICK NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, within the Manalapan Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-160	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, within the Weequahela's Pond / Gulf Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-161	NEW BRUNSWICK NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, within the Weequahela's Pond / Gulf Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
71-162	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, within the Weequahela's Pond / Gulf Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-163	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, within the Weequahela's Pond / Gulf Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-164	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, within the Manalapan Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-165	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-166	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-167	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-168	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-169	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-170	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-171	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-172	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-173	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-174	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-175	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-176	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-177	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-178	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-179	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-180	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-181	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-182	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-183	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-184	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-185	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-186	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-187	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-188	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-189	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-190	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-191	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-192	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-193	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-194	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-195	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Church Ln to NJ Tpke & confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-196	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Lawrence Brook corridor from Major Rd towards Davidsons Mill Rd / Farrington Lake, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-197	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-198	NEW BRUNSWICK NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
71-501	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is within the Tamarack County Golf Course property, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-502	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is within the Tamarack County Golf Course property.
71-503	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is within the Tamarack County Golf Course property.
71-504	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is within the Tamarack County Golf Course property.
71-505	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is within the Tamarack County Golf Course property.
71-506	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is within the Tamarack County Golf Course property.
71-507	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is within the Tamarack County Golf Course property.
71-508	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is within the Tamarack County Golf Course property.
71-509	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is NOT in the Tamarack County Golf Course property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-510	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is NOT in the Tamarack County Golf Course property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-511	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is NOT in the Tamarack County Golf Course property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-512	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is NOT in the Tamarack County Golf Course property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-513	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is NOT in the Tamarack County Golf Course property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-514	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Tamarack County Golf Course property. This polygon is NOT in the Tamarack County Golf Course property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-521	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-522	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-523	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-524	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-525	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-526	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-527	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-528	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-529	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-530	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-531	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-532	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-533	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-534	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-535	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is within Middlesex County's Ireland Brook Conservation Area.
71-536	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-537	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-538	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-539	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-540	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-541	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-542	NEW BRUNSWICK NJ	From ENV SENS (PA5) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-543	NEW BRUNSWICK NJ	From ENV SENS (PA5) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-544	NEW BRUNSWICK NJ	From ENV SENS (PA5) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-545	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Middlesex County's Ireland Brook Conservation Area. This polygon is NOT in Middlesex County's Ireland Brook Conservation Area. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-551	NEW BRUNSWICK NJ	From SUBURBAN (PA2) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-552	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-553	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-554	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-555	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-556	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-557	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-558	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-559	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-560	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-561	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-562	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-563	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.
71-564	NEW BRUNSWICK NJ	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is within Pigeon Swamp State Park.

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Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-582	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-583	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-584	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon.
71-585	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-586	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-587	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-588	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-589	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-590	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-591	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-592	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-593	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-594	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-595	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-596	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-597	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-598	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-599	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon (PA2 - Suburban, and in the Sewer Service Area).
71-600	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-601	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon (PA2 - Suburban, and in the Sewer Service Area).
71-602	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-603	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-604	NEW BRUNSWICK NJ	From OPEN SPACE-STATE PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of Pigeon Swamp State Park. This polygon is NOT in Pigeon Swamp State Park. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
71-610	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-611	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-612	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-613	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-614	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-615	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-616	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-617	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-618	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-619	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-620	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-621	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-622	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-623	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-624	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-625	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-626	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL (PA4)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-627	NEW BRUNSWICK NJ	From RURAL (PA4) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-628	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to RURAL (PA4)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-629	NEW BRUNSWICK NJ	From RURAL (PA4) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-630	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
71-631	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-632	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property, and since this is a County Park, DETAIL2 should be amended from PARK to COUNTY PARK.
71-633	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-634	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-635	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
71-636	NEW BRUNSWICK NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
71-637	NEW BRUNSWICK NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
72-1	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of the Env. Sens. Planning Area (PA5). The presence of these environmentally sensitive features and being mostly outside of the Sewer Service Area (SSA) are inconsistent with the Metropolitan (PA1) delineation criteria. Related to 71-1.
72-2	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-3	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	Adjacent amendment to PA1 (#72-4) creates an isolated polygon of PA5 that is far less than one sq. mi. in land area; should amend this polygon to PA1 with the addition of a CES at this location.
72-4	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed, has altered land areas and contains additional developable land area(s) within the SSA, all of which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.; Middlesex County CIO site: within Thomas A. Edison County Park. Polygon excludes environmentally sensitive areas.
72-5	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-6	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-7	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-101	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1. This amendment polygon has been adjusted to coincide with the boundary of the NJDEP Land Use/Land Cover classification of "Developed".
72-102	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1. This amendment polygon has been adjusted to coincide with the boundary of the NJDEP Land Use/Land Cover classification of "Developed".
72-103	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	Area covered by the polygon, which is limited access highway right-of-way, is already developed consistent with PA1.
72-104	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-105	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-106	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-107	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	This amendment polygon encompasses a large landfill site with an extensive area of impervious surfaces. The Township of Old Bridge adopted a redevelopment plan on the site (Redevelopment Plan—Global Landfill, adopted in 2022). The current characteristics of the amendment area polygon correspond to the delineation criteria of PA1 rather than PA5.
72-108	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-109	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-110	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-111	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-112	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1. This polygon also resolves a data layer discrepancy of Cheesequake State Park; if this area is left unrevised then this would be a very small non-contiguous donut hole of PA5.

[illegible]

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-131	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-132	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-133	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	This amendment area polygon has physical access to the Sewer Service Area (SSA) and is developed extensively with athletic turf fields, large expansive parking lots, and other associated impervious surfaces, which are conditions inconsistent with the delineation criteria of PA5. The amendment area is reasonably contiguous with the existing PA1 to the south, and the current characteristics and features within the amendment area correspond to the delineation criteria of PA1 rather than PA5.
72-134	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-135	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-136	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1. An adjacent amendment to PA1 creates an isolated polygon of PA5 that is far less than one sq. mi. in land area, which is a condition inconsistent with the delineation criteria of PA5.
72-137	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-138	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-139	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-140	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-141	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-142	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-143	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-144	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and has a development approval in place containing within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-145	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-146	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-147	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-148	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-149	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-150	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-151	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-152	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-153	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The adjacent amendment to Suburban (PA2) to the west of US Route 9 creates this isolated undersized polygon of PA5 that is far less than one sq. mi. in land area; therefore, this area of should be changed to PA2 (contiguous and existing). The addition of a CES at this location may be appropriate with the amendment to PA2.
72-154	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to METRO (PA1)	This polygon consists of a preexisting nonresidential land use split across the PA1-PA2 boundary, surrounded on three sides by the current edge boundary of PA1. In addition, the polygon is in the Sewer Service Area, consistent with the delineation criteria of PA1.
72-155	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-156	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1. An adjacent amendment to PA1 creates an isolated polygon of PA5 that is far less than one sq. mi. in land area, which is a condition inconsistent with the delineation criteria of PA5.
72-157	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-158	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to METRO (PA1)	This amendment polygon, contiguous with the single family homes fronting on Emily Dr, corresponds to the justification for the adjoining polygon #72-159, and also meets the delineation criteria of PA1.
72-159	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon, which are single family homes in an existing neighborhood, correspond to the delineation criteria of PA1.
72-160	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-161	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-162	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2; athletic fields on property in SSA
72-163	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	To resolve a data layer discrepancy in the State Plan Policy Map regarding the polygon boundary of John A. Phillips Preserve. Correcting the data discrepancy results in a donut hole of PA5 that would have an area vastly less than 1 sq. mile in area which would be inconsistent with the mapping criteria of PA5.
72-164	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-165	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	To resolve a data layer discrepancy in the State Plan Policy Map regarding the polygon boundary of John A. Phillips Preserve. This polygon has metropolitan land use and intersects sewer service area which is inconsistent with the mapping criteria of PA5.
72-166	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	To resolve a data layer discrepancy in the State Plan Policy Map regarding the polygon boundary of John A. Phillips Preserve. This polygon has suburban land use and intersects sewer service area consistent with the mapping criteria of PA2.
72-167	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	To resolve a data layer discrepancy in the State Plan Policy Map regarding the polygon boundary of John A. Phillips Preserve. This polygon has a suburban land use and intersects sewer service area which is inconsistent with the mapping criteria of PA5.
72-168	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-169	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-170	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to METRO (PA1)	This polygon contains residential land cover with SSA consistent with the delineation criteria for PA1; Census Block Group population density ranges between 2,800 & 3,500 persons per sq mi.; there is a clear drop-off in residential density east of Higgins Rd; w/o amendment there are some residential building footprints bisected by the PA1-PA2 boundary; (e.g., Tower Hill Ln, Kingsbridge Ct); residential dwellings in the same development on same street should not fall in different planning areas.
72-172	SOUTH AMBOY NJ-NY	From METRO (PA1) to SUBURBAN (PA2)	This amendment polygon resolves the existing discrepancy between the current edge of the PA1-PA2 planning area boundary and Ticetown Rd; Ticetown Rd effectively serves as the intended defining edge between PA1 and PA2 in this area of Old Bridge and this polygon aligns the edge to match this intent.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-173	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to METRO (PA1)	This amendment polygon resolves the existing discrepancy between the current edge of the PA1-PA2 planning area boundary and Ticetown Rd; Ticetown Rd effectively serves as the intended defining edge between PA1 and PA2 in this area of Old Bridge and this polygon aligns the edge to match this intent.
72-174	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-175	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-176	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-177	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-178	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-179	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
72-180	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	Residential land cover consistent with delineation criteria for Planning Area 1; in the Sewer Service Area; Census Block Group density ranges from 2,800 to 4,600 persons per sq mi.; eliminates residential streets with identical housing density from being split across the PA1-PA2 boundary.
72-181	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to METRO (PA1)	Residential land cover consistent with delineation criteria for Planning Area 1; in the Sewer Service Area; Census Block Group density ranges from 2,800 to 4,600 persons per sq mi.; eliminates residential streets with identical housing density from being split across the PA1-PA2 boundary.
72-182	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	Residential land cover consistent with delineation criteria for Planning Area 1; in the Sewer Service Area; Census Block Group density ranges from 2,800 to 4,600 persons per sq mi.; eliminates residential streets with identical housing density from being split across the PA1-PA2 boundary.
72-184	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to ENV SENS (PA5)	The polygon is present outside of the Sewer Service Area (SSA) and contains a large contiguous concentration of wetlands
72-185	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to METRO (PA1)	Residential land cover consistent with delineation criteria for Planning Area 1; in the Sewer Service Area; Census Block group residential density is around 3,000 persons per sq mi.
72-186	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-187	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
72-188	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-189	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-190	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
72-191	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-192	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-193	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-194	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-195	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-196	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-197	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-198	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-199	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-200	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-201	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-202	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-203	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-204	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-205	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-206	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-207	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-208	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-209	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-210	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
72-211	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Deep Run corridor from US Route 9 to Waterworks Road, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-212	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-213	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-214	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-215	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-216	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-217	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-218	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-219	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-220	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-221	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-222	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-223	SOUTH AMBOY NJ-NY	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the South River corridor from Duhernal Lake to confluence with the Raritan River, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these env. sens. features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
72-501	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-502	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-503	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-504	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-505	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-506	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-507	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-508	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-509	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-510	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-511	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-512	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-513	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-514	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-515	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-516	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-517	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-518	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-519	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-520	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-521	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-522	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-523	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-524	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-525	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-526	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
72-527	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-528	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-529	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-531	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-532	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-533	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-534	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-535	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-536	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-537	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-538	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-539	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-540	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-541	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-542	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-543	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-544	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-545	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-546	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-547	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-548	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-549	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-550	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-551	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-552	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-553	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-554	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-555	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-556	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-557	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-558	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-559	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-560	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-561	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-562	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-563	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-564	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-565	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-566	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-567	SOUTH AMBOY NJ-NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-568	SOUTH AMBOY NJ-NY	From SUBURBAN (PA2) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.



[illegible]



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Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-607	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-608	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-609	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-610	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-611	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-612	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-613	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-614	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-615	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is within the Cheesequake State Park property.
72-616	SOUTH AMBOY NJ- NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-617	SOUTH AMBOY NJ- NY	From OPEN SPACE-STATE PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-618	SOUTH AMBOY NJ- NY	From OPEN SPACE-STATE PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-619	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-620	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-621	SOUTH AMBOY NJ- NY	From ENV SENS (PA5) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-622	SOUTH AMBOY NJ-NY	From ENV SENS (PA5) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park property. This polygon is NOT in the Cheesequake State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-631	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to OPEN SPACE-STATE PARK (PA8)	This polygon is in the Cheesequake State Park (Jernee Mill Rd section) property, but it is not a COUNTY PARK (DETAIL2 is in error). It is STATE, not COUNTY.
72-632	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-633	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-634	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-635	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-636	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-637	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-638	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-639	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-640	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-641	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is within the Cheesequake State Park (Jernee Mill Rd section) property.
72-642	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the proposed PA5 (wetlands/floodplain) that is contiguous and adjacent to this polygon.
72-643	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the proposed PA5 (wetlands/floodplain) that is contiguous and adjacent to this polygon.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-644	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the proposed PA5 (wetlands/floodplain) that is contiguous and adjacent to this polygon.
72-645	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the proposed PA5 (wetlands/floodplain) that is contiguous and adjacent to this polygon.
72-646	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the proposed PA5 (wetlands/floodplain) that is contiguous and adjacent to this polygon.
72-647	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-648	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the proposed PA5 (wetlands/floodplain) that is contiguous and adjacent to this polygon.
72-649	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the proposed PA5 (wetlands/floodplain) that is contiguous and adjacent to this polygon.
72-650	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to ENV SENS (PA5)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Cheesequake State Park (Jernee Mill Rd section) property. This polygon is NOT in the Cheesequake State Park (Jernee Mill Rd section) property. The proposed planning area amendment is based on the proposed PA5 (wetlands/floodplain) that is contiguous and adjacent to this polygon.
72-661	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to OPEN SPACE-MUNICIPAL PARK (PA8)	This polygon is in the Sayreville Recreational Complex Property, but it is not a COUNTY PARK (DETAIL2 is in error). It is MUNICIPAL, not COUNTY.
72-662	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is within the Sayreville Recreational Complex property.
72-663	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is within the Sayreville Recreational Complex property.
72-664	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is within the Sayreville Recreational Complex property.
72-665	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is within the Sayreville Recreational Complex property.
72-666	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is within the Sayreville Recreational Complex property.
72-667	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is NOT in the Sayreville Recreational Complex property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
72-668	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is NOT in the Sayreville Recreational Complex property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-669	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is NOT in the Sayreville Recreational Complex property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-670	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Sayreville Recreational Complex property. This polygon is NOT in the Sayreville Recreational Complex property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-681	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to OPEN SPACE-MUNICIPAL PARK (PA8)	This polygon is in the Julian Capik Nature Preserve property, but it is not a COUNTY PARK (DETAIL2 is in error). It is MUNICIPAL, not COUNTY.
72-682	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Julian Capik Nature Preserve property. This polygon is within the Julian Capik Nature Preserve property.
72-683	SOUTH AMBOY NJ-NY	From METRO (PA1) to OPEN SPACE-MUNICIPAL PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Julian Capik Nature Preserve property. This polygon is within the Julian Capik Nature Preserve property.
72-684	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Julian Capik Nature Preserve property. This polygon is NOT in the Julian Capik Nature Preserve property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
72-685	SOUTH AMBOY NJ-NY	From OPEN SPACE-COUNTY PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Julian Capik Nature Preserve property. This polygon is NOT in the Julian Capik Nature Preserve property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
73-1	KEYPORT NJ-NY	From SUBURBAN (PA2) to METRO (PA1)	This polygon resolves a discrepancy where residential streets (Fierro Ave, Weldon Rd, Taylor Rd, Lakeside Dr) are split across the PA1-PA2 boundary as it straddles the county boundary and runs through Matawan (Mon Co) and the Matawan section of Old Bridge. Lexington Cir is more consistent with PA1. In addition, the estimated population density within the amendment area polygon, ranging between 2,546 and 2,602 people per square mile, corresponds to the delineation criteria of PA1 rather than PA2.
73-2	KEYPORT NJ-NY	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
78-1	PRINCETON NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon is *mostly coincident* with an artificial lake known as Carnegie Lake, is contiguous to the Suburban Planning Area (PA2) to the west (in Mercer County) and contiguous to the D&R Canal State Park (PA8) to the east (in Middlesex County). The total area of the polygon is approximately 0.15-sq. mi. (land and water combined, mostly water). This isolated undersized PA5 is significantly less than PA5's guiding delineation criterion about containing land area greater than 1 square mile.
79-1	HIGHTSTOWN NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	Contiguous to existing PA5 and outside of the sewer service area (SSA) and encumbered by environmentally sensitive features (wetlands and habitat). The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA5.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
79-2	HIGHTSTOWN NJ	From ENV SENS (PA5) to RURAL ENV SENS (PA4B)	The amendment polygon is outside** of the sewer service area (SSA), contains active agriculture, prime/important farmland soils, preserved farmland, and Agricultural Development Areas (ADAs) adopted by the CADB, but also encompasses a notable amount of env. sens. features; polygon is most consistent with PA4B delineation criteria. The current PA5 designation disregards the presence of agriculture and efforts to preserve agriculture in this area of the county. **w/ isolated exceptions.
79-3	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-4	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-5	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-6	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-7	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-8	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-9	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-10	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-11	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-12	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-13	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-14	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-15	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
79-16	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-17	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-18	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-19	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-20	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-21	HIGHTSTOWN NJ	From ENV SENS (PA5) to RURAL ENV SENS (PA4B)	This amendment polygon (rural area along the Broadway Rd corridor) encompasses active agriculture, prime/important farmland soils, preserved farmland, and Agricultural Development Areas (ADAs) with a notable amount of environmentally sensitive features; consistent with the PA4 AND the PA5 delineation criteria. Since characteristics associated with the delineation criteria for both PA4 and PA5 are present, this polygon is better suited as PA4B rather than PA5.
79-22	HIGHTSTOWN NJ	From ENV SENS (PA5) to RURAL (PA4)	Agricultural Development Area and Preserved Farms at edge of environmentally sensitive area of the adjacent proposed PA4B. his polygon is also necessary as it relates to the existing adjacent-contiguous PA4 that does not meet the minimum one sq. mi. criterion of the PA4 delineation criteria; polygon serves to better meet that standard.
79-23	HIGHTSTOWN NJ	From ENV SENS (PA5) to RURAL (PA4)	Agricultural Development Area and Preserved Farms at edge of environmentally sensitive area of the adjacent proposed PA4B; expand existing PA4 to meet minimum square mile delineation standard for PA4. This polygon is also necessary as it relates to the existing adjacent-contiguous PA4 that does not meet the minimum one sq. mi. criterion of the PA4 delineation criteria; polygon serves to better meet that standard.
79-24	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-25	HIGHTSTOWN NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
79-26	HIGHTSTOWN NJ	From RURAL ENV SENS (PA4B) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area within the SSA, which are conditions inconsistent with the delineation criteria of PA4B. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2. The nearly completed 55+ residential community consists of detached single-family dwellings, tennis, courts, pickleball & bocci courts, etc. which are inconsistent with PA4B.
79-27	HIGHTSTOWN NJ	From RURAL ENV SENS (PA4B) to RURAL (PA4)	Current PA4-PA4B boundary bisects residences along Petty Rd. Residential development on Lenape Ct and Nicola Ct generally do not contain the environmentally sensitive features associated with the guiding delineation criteria for PA4B (i.e. the PA5 features).
79-28	HIGHTSTOWN NJ	From RURAL ENV SENS (PA4B) to RURAL (PA4)	The polygon is wholly situated within a rural Agricultural Development Area (ADA) and the environmentally sensitive features of the PA4B delineation criteria are largely absent. This polygon is also necessary as it relates to the existing adjacent-contiguous PA4 that does not meet the minimum one sq. mi. criterion of the PA4 delineation criteria; polygon serves to better meet that standard.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
79-29	HIGHTSTOWN NJ	From ENV SENS (PA5) to RURAL (PA4)	This polygon contains preserved farmland in the Agricultural Development Area. This polygon is also necessary as it relates to the existing adjacent-contiguous PA4 that does not meet the minimum one sq. mi. criterion of the PA4 delineation criteria; polygon serves to better meet that standard.
79-30	HIGHTSTOWN NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-31	HIGHTSTOWN NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2; Polygon has been revised to align the edge of PA2-Suburban with the preserved farm boundary
79-32	HIGHTSTOWN NJ	From SUBURBAN (PA2) to RURAL (PA4)	The current characteristics within the amendment area polygon more closely correspond to the delineation Criteria of PA4, which is inconsistent with the delineation criteria of PA2.
79-33	HIGHTSTOWN NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-34	HIGHTSTOWN NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-35	HIGHTSTOWN NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-36	HIGHTSTOWN NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-37	HIGHTSTOWN NJ	From SUBURBAN (PA2) to RURAL (PA4)	This amendment polygon resolves a discrepancy where preexisting development in a residential neighborhood (Beechtree Ln, Red Oak Dr, Shady Brook Ln) is split across the PA2-PA4 boundary. The current characteristics and features surrounding the amendment area polygon correspond to the delineation criteria of PA4 (preserved farmland in active agriculture production). The polygon is largely non-contiguous with the more extensive PA2, north of the park/open space.
79-38	HIGHTSTOWN NJ	From RURAL (PA4) to SUBURBAN (PA2)	This polygon resolves a discrepancy where residential development fronting Hamilton Dr, Stites Dr, and others is split across the PA4-PA2 boundary. The polygon represents suburban tract and highway corridor (Rte 130) development situated in the SSA that is sandwiched between existing PA2 to the west and the north. Furthermore, the est. pop. density within the amendment area, ranging between 1,475 and 1,596 people per square mile, corresponds to the delineation criteria of PA2 rather than PA4.
79-39	HIGHTSTOWN NJ	From RURAL (PA4) to RURAL ENV SENS (PA4B)	The amendment polygon contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. In addition to the preserved farmland within the NJ-SADC certified ADA.
79-40	HIGHTSTOWN NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-41	HIGHTSTOWN NJ	From RURAL (PA4) to RURAL ENV SENS (PA4B)	The adjacent amendment to PA1 (79-38) creates a very small non-contiguous donut hole of PA4, which is less than the guidance criteria for PA4 of one square mile in land area. The current conditions of this polygon align more closely with the criteria of the existing contiguous PA4B (undeveloped wooded areas and partially covered in wetlands).



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
79-42	HIGHTSTOWN NJ	From RURAL ENV SENS (PA4B) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4B. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-43	HIGHTSTOWN NJ	From RURAL (PA4) to RURAL ENV SENS (PA4B)	The adjacent amendment to PA1 (79-38) creates a very small non-contiguous donut hole of PA4, which is less than the guidance criteria for PA4 of one square mile in land area. The current conditions of this polygon align more closely with the criteria of the existing contiguous PA4B (flood zones and/or floodways, wetlands, and wildlife habitat).
79-44	HIGHTSTOWN NJ	From RURAL ENV SENS (PA4B) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4B. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-45	HIGHTSTOWN NJ	From RURAL ENV SENS (PA4B) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4B. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
79-46	HIGHTSTOWN NJ	From RURAL ENV SENS (PA4B) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4B. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-1	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This polygon resolves a discrepancy where preexisting land uses fronting on Cherry Blossom Dr, Mott Ave, Brunswick Ave, Helmetta Blvd, and Kenneth Ct are split across the PA1-PA2 boundary. The prevailing preexisting Planning Area designation of this general location is PA1. Furthermore, the 2024 population density in this amendment polygon is estimated to be between 4,500 and 5,800 people per sq. mi.*, which is inconsistent with the delineation criteria of PA2. *Census/Esri est.
80-2	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This amendment polygon resolves a discrepancy where a preexisting residential neighborhood with street frontage on Locust Dr is split across the PA1-PA2 boundary. The prevailing preexisting PA designation of this neighborhood is PA1. In addition, the land area within this polygon is physically accessible to the SSA* and otherwise conforms with the delineation criteria of PA1. *All other houses on Locust Dr are in the SSA. If left unrevised, this would be an undersized PA2 donut hole.
80-3	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This polygon is part of a set of contiguous amendment polygons (80-3, -4, -5, -7) that resolves a discrepancy where the current PA1-PA2 edge boundary does not follow the corresponding delineation criteria. In numerous locations, the PA1-PA2 boundary runs through residential dwellings. The estimated population density within this particular amendment area polygon, approximately 2,100 people per square mile, corresponds to the delineation criteria of PA1 rather than PA2.
80-4	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This polygon is part of a set of contiguous amendment polygons (80-3, -4, -5, -7) that resolves a discrepancy where the current PA1-PA2 edge boundary does not follow the corresponding delineation criteria. In numerous locations, the PA1-PA2 boundary runs through residential dwellings. The estimated population density within this particular amendment area polygon, approximately 4,100 people per square mile, corresponds to the delineation criteria of PA1 rather than PA2.
80-5	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This polygon is part of a set of contiguous amendment polygons (80-3, -4, -5, -7) that resolves a discrepancy where the current PA1-PA2 edge boundary does not follow the corresponding delineation criteria. In numerous locations, the PA1-PA2 boundary runs through residential dwellings. The estimated population density within this particular amendment area polygon, approximately 1,900 people per square mile, corresponds to the delineation criteria of PA1 rather than PA2.
80-6	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This polygon resolves a discrepancy where preexisting development fronting on residential neighborhood streets (Lori St., Jennifer Dr, Rhoda St) are split across the PA1-PA2 boundary. The prevailing existing Planning Area designation is PA1, and the current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1. The amendment eliminates residential streets with identical housing density from being split across a planning area boundary.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
80-7	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This polygon is part of a set of contiguous amendment polygons (80-3, -4, -5, -7) that resolves a discrepancy where the current PA1-PA2 edge boundary does not follow the corresponding delineation criteria. In numerous locations, the PA1-PA2 boundary runs through residential dwellings. The estimated population density within this particular amendment area polygon, approximately 1,300 people per square mile, corresponds to the delineation criteria of PA1 rather than PA2.
80-8	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This amendment polygon resolves a discrepancy where preexisting residential land uses fronting on Spotswood Ave (Outcalt section of Monroe) are split across the PA1-PA2 boundary. The prevailing preexisting Planning Area designation along this road is PA1. In addition, the polygon is in the Sewer Service Area and conforms with the delineation criteria of PA1.
80-9	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This amendment polygon resolves a discrepancy where preexisting residential land uses fronting on Spotswood Ave (Outcalt section of Monroe) are split across the PA1-PA2 boundary. The prevailing preexisting Planning Area designation along this road is PA1. In addition, the polygon is in the Sewer Service Area and conforms with the delineation criteria of PA1.
80-10	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This amendment polygon resolves a discrepancy where preexisting land uses fronting on Erickson Ave, Harrigan Ave, Brunswick Ave, et al., are split across the PA1-PA2 boundary. The prevailing preexisting Planning Area designation of the land fronting on these streets is PA1. In addition, the polygon is in the Sewer Service Area and conforms with the delineation criteria of PA1.
80-11	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	This amendment polygon resolves a discrepancy where a preexisting residential area with street frontage on Spotswood-Englishtown Rd is split across the PA1-PA2 boundary. The prevailing preexisting Planning Area designation of the land fronting on Spotswood-Englishtown Rd is PA1. In addition, the polygon is wholly situated within the Sewer Service Area and otherwise conforms with the delineation criteria of PA1.
80-12	JAMESBURG NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
80-13	JAMESBURG NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
80-14	JAMESBURG NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
80-15	JAMESBURG NJ	From RURAL ENV SENS (PA4B) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4B. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2; Area will no longer meet the PA42 criteria due to development approvals (313,000 SF of warehousing with sewer service infrastructure planned).
80-16	JAMESBURG NJ	From RURAL (PA4) to RURAL ENV SENS (PA4B)	The existing PA4 does not account for the substantial amount of environmentally sensitive features present, in addition to all of the preserved & targeted farmland within the NJ-SADC certified ADA; current PA4 is also a discrepancy with Mon. Co. PA4B.
80-17	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	Area encompasses preserved farmland and targeted farmland within the ADA certified by the NJ-SADCE and is outside of the Sewer Service Area which are all inconsistent with the current PA2 designation but consistent with proposed amendment to PA4B.
80-18	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	Data discrepancy between existing PA4-PA2 boundary and the ADA boundary certified by the NJ-SADC; proposed amendment achieves consistency and eliminates irregular boundary linework; the proposed PA2 is inside the SSA and outside of the ADA.
80-19	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
80-20	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	Area encompasses preserved farmland and targeted farmland within the ADA certified by the NJ-SADC and c
80-21	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	Polygon is outside of the sewer service area (SSA), contains active agriculture, preserved farmland and intersects the Agricultural Development Area (ADA); polygon is consistent with PA4B delineation criteria and the adjacent proposed PA4B proposal; characteristics in the polygon are inconsistent with existing PA2 (Suburban) delineation criteria.
80-22	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-23	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria; This is also a small adjustment to bring the PA2-PA4 boundary into alignment with convergence of the 3 County boundaries and the SSA boundary, which seems to be the intent at this location.
80-24	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-25	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-26	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	Resolve data discrepancy in the current State Plan Policy Map edge boundary of Planning Area 2 (Suburban): polygon is in the Sewer Service Area (SSA) and encompasses existing suburban development which is more consistent with PA2 rather than the delineation criteria for its existing Planning Area designation.
80-27	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-28	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-29	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-30	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-31	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-32	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-33	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
80-34	JAMESBURG NJ	From RURAL (PA4) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation Criteria of PA2.
80-35	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-36	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-37	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-38	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-39	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-40	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-41	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-42	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-43	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
80-44	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-45	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-46	JAMESBURG NJ	From SUBURBAN (PA2) to METRO (PA1)	If this amendment area polygon is left unrevised while adjacent amendments (80-518, 80-512, 80-35, 80-47) are implemented, it would be a very small, non-contiguous donut hole of PA2. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
80-47	JAMESBURG NJ	From METRO (PA1) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-48	JAMESBURG NJ	From METRO (PA1) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-49	JAMESBURG NJ	From METRO (PA1) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of contiguous amendments that are in a rural agricultural setting adjacent to Jamesburg County Park & Conservation Area. This set of amendments is mainly outside of the SSA and intersects a farmland preservation project area (County "PIG"). Agricultural production on prime/important farmland soils and env. sens. features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-50	JAMESBURG NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, within the Manalapan Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
80-51	JAMESBURG NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, within the Manalapan Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
80-52	JAMESBURG NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, within the Manalapan Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
80-53	JAMESBURG NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, within the Weequahela's Pond / Gulf Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
80-54	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon, not meeting the PA2 delineation criteria, is in a rural agricultural setting that is wholly situated outside of the sewer service area (SSA) within a farmland preservation project area of the County's PIG program. There is active agricultural production on prime/important farmland soils, and environmentally sensitive features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-55	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon, not meeting the PA2 delineation criteria, is in a rural agricultural setting that is mostly situated outside of the sewer service area (SSA) and entirely within a farmland preservation project area of the County's PIG program. There is active agricultural production on prime/important farmland soils, and environmentally sensitive features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-56	JAMESBURG NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, within the Manalapan Brook Corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
80-57	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon, not meeting the PA2 delineation criteria, is in a rural agricultural setting that is wholly situated outside of the sewer service area (SSA) within a farmland preservation project area of the County's PIG program. There is active agricultural production on prime/important farmland soils, and environmentally sensitive features are present. Having characteristics associated with both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria.
80-58	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	This amendment polygon is part of a set of polygons in this area, not meeting the PA2 delineation criteria, and is in a rural agricultural setting that is wholly situated outside of the sewer service area (SSA). See justifications of related and contiguous amendment polygons 80-16 and 80-57.
80-59	JAMESBURG NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
80-60	JAMESBURG NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
80-61	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	The amendment polygon, located in the Cranbury Brook corridor between US Rte 130 and Union Valley Rd, is mostly* outside the Sewer Service Area (SSA), contains active agriculture on prime/important farmland soils, incl. preserved farmland in an ADA adopted by the CADB, but also encompasses a notable amount of env. sens. features along the Cranbury Brk. Having characteristics assoc. w/ both the PA4 and PA5 delineation criteria satisfies the PA4B delineation criteria. *w/ very isolated exceptions
80-62	JAMESBURG NJ	From SUBURBAN (PA2) to RURAL ENV SENS (PA4B)	The amendment polygon, located in the Cranbury Brook corridor at England Rd, is mostly outside* of the sewer service area (SSA), contains active agriculture, prime/important farmland soils, is partially within an Agricultural Development Area (ADA) adopted by the CADB, and encompasses a flood hazard zone & freshwater wetlands found along the Cranbury Brk. Having characteristics assoc. w/ both the PA4 & PA5 delineation criteria satisfy the PA4B delineation criteria. *w/ a very isolated exception
80-501	JAMESBURG NJ	From SUBURBAN (PA2) to OPEN SPACE-STATE PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Monmouth Battlefield State Park property. This polygon is within the Monmouth Battlefield State Park property.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
80-502	JAMESBURG NJ	From OPEN SPACE-STATE PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Monmouth Battlefield State Park property. This polygon is NOT in the Monmouth Battlefield State Park property. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
80-510	JAMESBURG NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
80-511	JAMESBURG NJ	From OPEN SPACE-PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
80-512	JAMESBURG NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
80-513	JAMESBURG NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
80-514	JAMESBURG NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
80-515	JAMESBURG NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
80-516	JAMESBURG NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
80-517	JAMESBURG NJ	From OPEN SPACE-PARK (PA8) to RURAL ENV SENS (PA4B)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the proposed planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
80-518	JAMESBURG NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
80-519	JAMESBURG NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
80-520	JAMESBURG NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
80-521	JAMESBURG NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
80-522	JAMESBURG NJ	From OPEN SPACE-PARK (PA8) to METRO (PA1)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is NOT in the Jamesburg County Park and Conservation Area property. The proposed planning area amendment is based on the existing planning area that is contiguous and adjacent to this polygon (or the nearest edge of the county park).
80-523	JAMESBURG NJ	From METRO (PA1) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of the Jamesburg County Park and Conservation Area property. This polygon is within the Jamesburg County Park and Conservation Area property.
81-1	FREEHOLD NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
81-2	FREEHOLD NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
81-3	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-4	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-5	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA4. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-6	FREEHOLD NJ	From ENV SENS (PA5) to METRO (PA1)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1.
81-7	FREEHOLD NJ	From ENV SENS (PA5) to METRO (PA1)	The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA1; if this area is left unrevised, it would be a very small, non-contiguous donut hole of PA5.
81-8	FREEHOLD NJ	From METRO (PA1) to ENV SENS (PA5)	Polygon is outside of the sewer service area (SSA) and contains wetlands; polygon is consistent with PA5 delineation criteria.
81-9	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	This polygon falls outside of the Sewer Service Areas (SSA), and intersects with a Rank 4 habitat area within a large contiguous wetlands system that is adjacent to existing PA5 along the Matchaponix Brook. These characteristics and features are collectively inconsistent with the delineation criteria of PA2 (Suburban, existing) and PA1 (Metropolitan, adjacent amendment).
81-11	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
81-12	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-13	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-14	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-15	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-16	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-17	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-18	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-19	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-20	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2; aligned PA2-PA5 boundary data consistent with SSA and environmental resource data.
81-21	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-22	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-23	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-24	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-25	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
81-26	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-27	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-28	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-29	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-30	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-31	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-32	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-33	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-34	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-35	FREEHOLD NJ	From ENV SENS (PA5) to SUBURBAN (PA2)	The polygon intersects the Sewer Service Area (SSA) and is developed or contains developable land area(s) within the SSA, which are conditions inconsistent with the delineation criteria of PA5. The current characteristics and features within the amendment area polygon correspond to the delineation criteria of PA2.
81-36	FREEHOLD NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
81-37	FREEHOLD NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.
81-38	FREEHOLD NJ	From METRO (PA1) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Metropolitan (PA1) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
81-39	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-40	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-41	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-42	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-43	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-44	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-45	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-46	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-47	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
81-48	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-49	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-50	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-51	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-52	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-53	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-54	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-55	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-56	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.



Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
81-57	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-58	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-59	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-60	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-61	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-62	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-63	FREEHOLD NJ	From SUBURBAN (PA2) to ENV SENS (PA5)	The amendment polygon, located in the Matchaponix Brook corridor, is outside of the sewer service area (SSA) and contains a sizeable amount of environmentally sensitive features, such as flood zones and/or floodways, wetlands, and/or wildlife habitat, consistent with the delineation criteria of PA5. The presence of these environmentally sensitive features and being outside of the SSA are inconsistent with the Suburban (PA2) delineation criteria.
81-501	FREEHOLD NJ	From OPEN SPACE-COUNTY PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
81-502	FREEHOLD NJ	From OPEN SPACE-COUNTY PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
81-503	FREEHOLD NJ	From OPEN SPACE-COUNTY PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.

Amendment ID Number	Quadrangle Name	Proposed Map Amendment	JUSTIFICATION
81-504	FREEHOLD NJ	From OPEN SPACE-COUNTY PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
81-505	FREEHOLD NJ	From OPEN SPACE-COUNTY PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
81-506	FREEHOLD NJ	From OPEN SPACE-COUNTY PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
81-507	FREEHOLD NJ	From OPEN SPACE-COUNTY PARK (PA8) to SUBURBAN (PA2)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is NOT in John A. Phillips Park and Preserve. The proposed planning area amendment is based on the existing prevailing planning area that is contiguous and adjacent to this polygon.
81-508	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
81-509	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
81-510	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
81-511	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
81-512	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
81-513	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
81-514	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
81-515	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.
81-516	FREEHOLD NJ	From SUBURBAN (PA2) to OPEN SPACE-COUNTY PARK (PA8)	This amendment polygon resolves a data layer discrepancy in the State Plan Policy Map's representation of the polygon boundary of John A. Phillips Park and Preserve. This polygon is within Middlesex County's John A. Phillips Park and Preserve.

## Appendix D – Municipal CARTs



## **Municipal CARTs**

- 1. Township of Piscataway** - Dawn Corcoran, Supervisor of Planning
- 2. City of New Brunswick** - Dan Dominguez, Director of Planning
- 3. Jamesburg** - Michael Capabianco, Borough Administrator
- 4. Woodbridge Township** - Eric Griffith, Assistant Planner
- 5. Borough of Highland Park** - Teri Jover, Borough Administrator
- 6. Middlesex** - Paul Ricci, Borough Consulting Planner
- 7. North Brunswick** - Tom Vigna, Township Planner
- 8. Borough of Metuchen** - Linda Koskoski, Director of Economic Development



## **Township of Piscataway**

Dawn Corcoran, Supervisor of Planning

### **1. Consistency with the Preliminary State Plan**

#### **1.1. Planning Documents**

##### **Most recent adopted Master Plan**

December 14, 2005

**Please indicate if your municipality has adopted any of the following Master Plan elements**

- Circulation Plan
- Land use plan
- Communities Facilities Plan
- Recreation Plan
- Conservation Plan
- Historic Preservation Plan
- Recycling Plan
- Educational Facilities Plan
- Green buildings and environmental sustainability plan
- Housing plan

**Does your municipality have any Master Plan draft elements currently being considered?**

Housing Element

##### **Master Plan Reexamination Report(s)**

December 20, 2020

##### **Official Map pursuant to N.J.S.A. 55D-32**

January 1, 2025

##### **Land Use Map**

December 14, 2005

##### **Zoning Ordinance and other land development standards**

May 6, 2025

##### **Zoning Map and Schedule**

January 1, 2025

##### **Recreation and Open Space Inventory (ROSI)**

May 26, 2022

**The adoption date of the most recently adopted redevelopment and/or rehabilitation plan adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

April 15, 2025

**Please list all redevelopment and/or rehabilitation plan(s) adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

- Ericsson Property
- Duke Realty
- Rockefeller Group
- F. Greek Development & Evonik Corporation
- IPT – Piscataway Holding Company
- Meadowlands Ventures
- Skilled Nursing Facility
- Former Jacobs Environmental Building
- Rivendell Meadows
- Penford Group
- Miller House
- SS White Technology Property
- Seeley Avenue Project
- 88 Centennial Avenue
- SW Investors
- Former Sun Oil Property
- Former Friendly's Property
- Transwestern
- 1570 South Washington Avenue
- 141 Circle Drive North
- 10 Constitution Avenue
- 40 Kingsbridge Road
- 1551 South Washington Avenue
- 10 Normandy Drive
- 4100 New Brunswick Avenue
- Clawson Street and Baekeland Avenue
- 1776 S Second St & 1791 S Second St
- Rivercrest
- 1700 South Washington Avenue

**Does your municipality have any other adopted planning documents (e.g. Stormwater Management Plan, Wastewater Management Plan, Capital Improvement Plan)?**

Wastewater Management Plan

- 1.2 Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal plans have incorporated key concepts and policy objectives.**

The municipal plans are in alignment with the ten goals of the State Plan.

- 1.3 If inconsistent, how will the municipality become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**

*No data provided*

- 1.4 How well do the designated State Planning Areas suit the current and future development of your municipality?**

As stated above, the goals of the State and the municipality are similar.

## **2. Agreements and Disagreements**

- 2.1 Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan in order to better meet local needs.**

*No data provided*

- 2.2 Provide a detailed explanation of how municipal plans will be modified in order to create a greater degree of consistency.**

There are not significant changes that would need to be made to the municipal plans, since the goals are very similar.

- 2.3 Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as, make recommendations as to possible revisions**

*No data provided*

- 2.4 Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC**

To be provided at a later date, if requested, N/A

- 2.5 Identify areas to be protected and areas where sprawl has occurred**

Sprawl is not an issue in the municipality. However, the municipality does have flooding issues along the Raritan River. There are both existing single-family homes and apartment complexes located along the river. Homeowners may choose to raise their dwellings or the State could possibly offer a buy-out to raze them, neither of which has been done to date.

- 2.6 Does the municipality have an open space plan? Open space tax?**

Yes

- 2.7 Is the municipality a member of Sustainable Jersey?**

Yes

- 2.8 Please indicate your community's three most important local and regional land use planning goals and priorities:**

- Economic Development
- Affordable Housing
- Infrastructure Improvements

**2.9 Please list the Negotiating Committee members:**

- Paula Cozzarelli - Business Administrator
- Dawn Corcoran - Supervisor of Planning
- Joseph Herrera - Supervisor of Engineering
- Jonathan Misrahi - Landscape Architect

**Additional comment(s):**

*No data provided*



## **City of New Brunswick**

Dan Dominguez, Director of Planning, Community & Economic Development

### **1. Consistency with the Preliminary State Plan**

#### **1.1. Planning Documents**

##### **Most recent adopted Master Plan**

May 16, 2022

**Please indicate if your municipality has adopted any of the following Master Plan elements**

- Land use plan
- Housing plan
- Circulation Plan
- Utility Service Plan
- Communities Facilities Plan
- Recreation Plan
- Recycling Plan
- Educational Facilities Plan
- Public access plan

**Does your municipality have any Master Plan draft elements currently being considered?**

Yes

##### **Planning Documents & Maps**

##### **Zoning Ordinance and other land development standards**

February 5, 2025

##### **Zoning Map and Schedule**

February 21, 2024

##### **Natural Resource Inventory**

June 30, 2022

##### **Recreation and Open Space Inventory (ROSI)**

May 16, 2022

**The adoption date of the most recently adopted redevelopment and/or rehabilitation plan adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

November 6, 2024

**Please list all redevelopment and/or rehabilitation plan(s) adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

- Easton Somerset Redevelopment Plan

- NB Downtown Redevelopment Plan
- Sears Redevelopment Plan
- Jersey Handy Redevelopment Plan
- Sanford Remsen Redevelopment Plan
- Lower George II Redevelopment Plan
- Jersey Sanford Redevelopment Plan
- Scattered Site Redevelopment Plan
- 131 Jersey Avenue Redevelopment Area Redevelopment Plan
- 99 Bayard Street Redevelopment Plan
- Downtown Development District Renewal Area Redevelopment Plan
- Easton Park Redevelopment Plan
- Ferren Redevelopment Plan
- French Somerset Redevelopment Area Redevelopment Plan
- Government District Redevelopment Area Redevelopment Plan
- Healthcare and Research Pavilion Redevelopment Plan
- New-Welton Redevelopment Area Redevelopment Plan
- Central Remsen Redevelopment Plan
- Cultural Center Redevelopment Plan
- French Albany Redevelopment Plan
- French Prospect Redevelopment Plan
- Jelin Street Redevelopment Area Redevelopment Plan
- Lower George Street Redevelopment Plan
- New Redmond II Redevelopment Plan
- Rt. 27 - Jersey Ave Redevelopment Area Redevelopment Plan
- NB Cultural Center Redevelopment Plan

**Does your municipality have any other adopted planning documents (e.g. Stormwater Management Plan, Wastewater Management Plan, Capital Improvement Plan)?**

Stormwater Management Plan and Sanitary Sewer Master Plan

**1.2 Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal plans have incorporated key concepts and policy objectives.**

Existing plans and planning effort by the City have incorporated key concepts and policy objectives of The Preliminary State Plan as those concepts and objectives are consistent with the vibrant, urban redevelopment the City has undertaken over the past decades. Future plans and planning efforts will look to do more to incorporate the concepts and objectives of the State Plan as adopted once the process is complete.

- 1.3 If inconsistent, how will the municipality become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**

Not inconsistent.

- 1.4 How well do the designated State Planning Areas suit the current and future development of your municipality?**

Very well suited.

## **2 Agreements and Disagreements**

- 2.1 Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan in order to better meet local needs.**

*No data provided*

- 2.2 Provide a detailed explanation of how municipal plans will be modified in order to create a greater degree of consistency.**

No need to modify existing plans as they already employ a great deal of consistency.

- 2.3 Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as, make recommendations as to possible revisions**

*No data provided*

- 2.4 Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC**

*No data provided*

- 2.5 Identify areas to be protected and areas where sprawl has occurred**

The City has no space for sprawl development. Areas near the Raritan River are highly developed but also at risk during major events. The State should explore improvements to Rt. 18 to install major detention infrastructure under the roadway to absorb impact of major flooding events. They can replicate this elsewhere that roadways are buffers from flooding.

- 2.6 Does the municipality have an open space plan? Open space tax?**

Open Space Planning Element, Open Space Tax

- 2.7 Is the municipality a member of Sustainable Jersey?**

We are applying to re-obtain certification.

- 2.8 Please indicate your community's three most important local and regional land use planning goals and priorities:**

Economic Development, Housing, and Infrastructure

**2.9 Please list the Negotiating Committee members:**

- Dan Dominguez
- Michael K. Drulis
- Tom Valenti

**Additional comment(s):**

*No data provided*



## **Jamesburg**

Michael Capabianco, Jamesburg Borough Administrator

# **1. Consistency with the Preliminary State Plan**

## **1.1. Planning Documents**

**Most recent adopted Master Plan**

October 4, 2002

**Please indicate if your municipality has adopted any of the following Master Plan elements**

- Land use plan
- Housing plan
- Utility Service Plan

**Does your municipality have any Master Plan draft elements currently being considered?**

No

**Master Plan Reexamination Report(s)**

October 2, 2022

**Planning Documents & Maps**

**Zoning Ordinance and other land development standards**

July 1, 2022

**Zoning Map and Schedule**

July 1, 2022

**Does your municipality have any other adopted planning documents (e.g. Stormwater Management Plan, Wastewater Management Plan, Capital Improvement Plan)?**

Yes

## **1.2 Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal plans have incorporated key concepts and policy objectives.**

- 1. Promote economic growth that benefits all residents of New Jersey HIGH
- 2. Provide an adequate supply of housing for residents of all ages and incomes in communities of their choosing. HIGH
- 3. Economic opportunity through nation-leading infrastructure LOW

- 4. Revitalize and recenter the state's underutilized developed areas LOW
  - 5. Effectively address the adverse impacts of global climate change LOW
  - 6. Protect, maintain, and restore the state's natural and water resources and ecosystems MEDIUM
  - 7. Protect the environment prevent and clean up pollution MEDIUM
  - 8. Protect, enhance, and improve access to areas with exceptional archeological, historic, cultural, scenic, open space, and recreational value LOW
  - 9. Implement equitable planning practices to promote thriving communities for all New Jerseyans LOW
  - 10. Foster sound and integrated planning and implementation at all levels statewide HIGH
- 1.3 If inconsistent, how will the municipality become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**  
Next time Reexamination report is done.
- 1.4 How well do the designated State Planning Areas suit the current and future development of your municipality?**  
Fine

## **2. Agreements and Disagreements**

- 2.1 Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan in order to better meet local needs.**  
None. We are a small, built out municipality.
- 2.2 Provide a detailed explanation of how municipal plans will be modified in order to create a greater degree of consistency.**  
Next Master Plan.
- 2.3 Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as, make recommendations as to possible revisions**  
None
- 2.4 Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC**  
*No data provided*
- 2.5 Identify areas to be protected and areas where sprawl has occurred**

- Thompson Park & the Manalapan Pond, but this is Middlesex County owned
- Wigwam Pond

**2.6 Does the municipality have an open space plan? Open space tax?**  
No. No

**2.7 Is the municipality a member of Sustainable Jersey?**  
No. It is too much work. There is a Green Team

**2.8 Please indicate your community's three most important local and regional land use planning goals and priorities:**

Local: Housing, Transportation, Environment.

Regional: Transportation, Housing, Environmental

**2.9 Please list the Negotiating Committee members:**

- Mayor Shannon Spillane
- Land Use Board Chair Walker
- Borough Administrator Capabianco

**Additional comment(s):**

We are a small, built out community. These planning documents rarely pertain to us.

## **Woodbridge Township**

Eric Griffith Assistant Planner

### **1 Consistency with the Preliminary State Plan**

#### **1.1. Planning Documents**

##### **Most recent adopted Master Plan**

February 1, 2009

##### **Please indicate if your municipality has adopted any of the following Master Plan elements**

- Land use plan
- Housing plan
- Utility Service Plan
- Communities Facilities Plan
- Recreation Plan
- Historic Preservation Plan
- Recycling Plan
- Green buildings and environmental sustainability plan

##### **Does your municipality have any Master Plan draft elements currently being considered?**

Climate Change Related Hazard Vulnerability Assessment

##### **Master Plan Reexamination Report(s)**

April 6, 2016

##### **Official Map pursuant to N.J.S.A. 55D-32**

May 17, 2017

##### **Land Use Map**

February 1, 2009

##### **Zoning Ordinance and other land development standards**

December 18, 2012

##### **Zoning Map and Schedule**

December 29, 2009

##### **Natural Resource Inventory**

July 31, 2019

##### **Recreation and Open Space Inventory (ROSI)**

August 17, 2018

##### **Resource protection ordinances**

April 16, 2024



**The adoption date of the most recently adopted redevelopment and/or rehabilitation plan adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

May 6, 2025

**Please list all redevelopment and/or rehabilitation plan(s) adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

- AAV Avenel Arts Village Redevelopment Area
- HR Hopelawn Redevelopment Area
- K-2 Keasbey Phase II Redevelopment Area
- K-3 Keasbey Phase III Redevelopment Area
- K-4 Keasbey Phase 4 Redevelopment Area
- K-5 Keasbey Phase 5 Redevelopment Area
- KPR96 Keasbey/Port Reading 1996 Redevelopment Area
- PR Pennval Road Redevelopment Area
- PRA1-3 Port Reading Area 1 Redevelopment Area
- R1A1 Route 1 Area 1 Redevelopment Area
- R1A7 Route 1 Area 7 Redevelopment Area
- R1A15 Route 1 Area 15 Redevelopment Area
- R1A16 Route 1 Area 16 Redevelopment Area
- The Route 1: Area 17 — Ronson Road Redevelopment Plan
- R1R Route 1 Redevelopment Area
- R27A1 Route 27 Area 1 Redevelopment Area
- R27A4 Route 27 Area 4 Redevelopment Area
- R27A5 Route 27 Area 5 Redevelopment Plan
- R27A6 Route 27 Area 6 Redevelopment Area
- R27A7 Route 27 Area 7 Redevelopment Area
- HST Hart Street Redevelopment Area
- Keasby 8 Tilcon Redevelopment Area
- Crossroads Redevelopment Zone
- Cooper Towers Redevelopment Plan
- King Georges Post Road Redevelopment Plan
- Route 1-Area 2 Redevelopment Plan
- EPEC Redevelopment Plan
- Blair Road and Omar Avenue Avenel Redevelopment Plan
- Blair Road and Homestead Avenue Avenel Redevelopment Plan
- Metropark Wood Avenue South Redevelopment Plan
- Hess West Avenue and Milos Way-Port Reading Redevelopment Plan
- Hess Woodbridge Redevelopment Plan
- PSEG-Sewaren Redevelopment Plan
- Cedar Meadows Redevelopment Plan
- Silver Oaks Redevelopment Plan
- Keasbey 9 Bayshore Redevelopment Plan

- Rahway Avenue-Nielson Street Redevelopment Plan
- Route One, Area 18 Redevelopment Plan
- White Rose Redevelopment Plan
- Rahway-Randolph Avenues Redevelopment Plan
- Keasbey 7: Weldon Redevelopment Plan
- Route 1 Area 19 Redevelopment Plan
- Scattered Sites Redevelopment Plan
- Egerton Boulevard (Yardley and Cresskill Avenues Redevelopment Plan)
- Quincy Court Redevelopment Plan
- Red Oak Manor Redevelopment Plan
- Downtown Woodbridge, Area 1 Redevelopment Plan
- Buckeye Properties Redevelopment Plan
- Route 1 Area 20 Redevelopment Plan
- Quincy Court Redevelopment Plan
- Essex Avenue East Redevelopment Plan.
- PQ Corporation (Paddock Street West) Redevelopment Plan.
- 5 Paddock Street Redevelopment Plan.
- Downtown Woodbridge Area 2 Redevelopment Plan.
- 85 New Brunswick Avenue Redevelopment Plan.
- Cutters Dock Road Redevelopment Plan.
- New Brunswick Avenue North: Area 1 (112 New Brunswick Avenue & 105 Juliette Street) Redevelopment Plan.
- Downtown Woodbridge Area 3 Redevelopment Plan.
- 51 New Brunswick Avenue Redevelopment Plan.
- Downtown Woodbridge Area 4 Redevelopment Plan.
- Downtown Woodbridge Area 5 Redevelopment Plan.
- Route 1 Area 21 Redevelopment Plan.
- 200 Wood Avenue South Redevelopment Plan.
- Pennval and Cutters Dock Roads Redevelopment Plan
- Downtown Woodbridge Area 6 Redevelopment Plan
- Keasbey 6 Redevelopment Plan
- Downtown Woodbridge Area 7 Redevelopment Plan
- West Kelly Street Redevelopment Plan
- Keasbey 10 Smith Street and Crows Mill Road Redevelopment Plan
- Iselin Lumber Redevelopment Plan
- One Woodbridge Center Drive Redevelopment Plan
- Metropark Station Redevelopment Plan
- Cutters Dock Road Redevelopment Plan
- Woodbridge Center Mall - Area 1 Redevelopment Plan
- Route 1 Area 22 Redevelopment Plan
- Smith Street and Newton Street Redevelopment Plan

- Adopts the Woodbridge Bowling Center Redevelopment Plan
- 430-432 New Brunswick Avenue Redevelopment Plan
- 535-537 and 555 New Brunswick Avenue Redevelopment Plan
- Adopts The Martin Street Redevelopment Plan
- Adopts the Route 1 Area 24 Redevelopment Plan
- Downtown Woodbridge Area 8 Redevelopment Plan
- West Kelly Street 2 Redevelopment Plan
- Route I Area 14 Redevelopment Plan
- Woodbridge - Perth Amboy Redevelopment Plan
- Route 1 Area 25 Redevelopment Plan
- West Kelly Street 3 Redevelopment Plan
- 211 East Inman Avenue Redevelopment Plan
- Avenel Rehabilitation Plan
- IAV Inman Avenue Rehabilitation Plan Area
- Main Street Transit Village and Rehabilitation Plan
- New Brunswick Avenue Rehabilitation Area
- School 2/16 Rehabilitation Plan
- Hopelawn VFW Rehabilitation Plan
- Jacobs Landing Rehabilitation Plan
- Oak Tree Road Rehab Plan

#### **Additional Planning Documents**

**Does your municipality have any other adopted planning documents (e.g. Stormwater Management Plan, Wastewater Management Plan, Capital Improvement Plan)?**

Yes - Stormwater Management Plan

**1.2. Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal plans have incorporated key concepts and policy objectives.**

- i. Economic Development –consistent
- ii. Housing –consistent
- iii. Infrastructure – consistent
- iv. Revitalization and Re-Centering –consistent
- v. Climate Change – consistent
- vi. Natural and Water Resources – consistent
- vii. Pollution and Environmental Cleanup – consistent
- viii. Historic and Scenic Resources – consistent
- ix. Equity – consistent
- x. Sound and Integrated Planning – consistent

**1.3. If inconsistent, how will the municipality become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**

*No data provided*

- 1.4. **How well do the designated State Planning Areas suit the current and future development of your municipality?**

Very Well

## **2 Agreements and Disagreements**

- 2.1 **Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan in order to better meet local needs.**

*No data provided*

- 2.2 **Provide a detailed explanation of how municipal plans will be modified in order to create a greater degree of consistency.**

Every municipal plan will be and has been developed with consideration for all State Plan goals and recommendations to ensure consistency.

- 2.3 **Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as, make recommendations as to possible revisions**

*No data provided*

- 2.4 **Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC**

*No data provided*

- 2.5 **Identify areas to be protected and areas where sprawl has occurred**

- Protected: Open Space Conservation and Resiliency Zone
- Further buyout
- Vulnerable Areas: Neighborhood Resiliency Plans

- 2.6 **Does the municipality have an open space plan? Open space tax?**

Yes, Master Plan Element. No, we do not have an open space tax

- 2.7 **Is the municipality a member of Sustainable Jersey?**

Yes, a member of Sustainable Jersey. #1 Large Town participant over the past 15 years. Yes, the municipality has an Environmental Commission and Green Team

- 2.8 **Please indicate your community's three most important local and regional land use planning goals and priorities:**

- 1. To strengthen downtown and commercial shopping areas and revitalize the Township's downtowns and provide jobs through Economic Development
- 2. Improve infrastructure through utilities, transportation, stormwater, roadway and rail opportunities.
- 3. To ensure the integrity of existing residential areas and provide affordable housing opportunities



**2.9 Please list the Negotiating Committee members:**

- Marta Lefsky Darden
- Michael Gelin
- Chris Kesici
- Eric Griffith
- Tom Flynn

**Additional comment(s):**

*No data provided*

## **Borough of Highland Park**

Teri Jover, Borough Administrator & Economic Development Director

### **1 Consistency with the Preliminary State Plan**

#### **1.1 Planning Documents**

**Most recent adopted Master Plan**

May 5, 2003

**Please indicate if your municipality has adopted any of the following Master Plan elements**

- Land use plan
- Housing plan
- Circulation Plan
- Communities Facilities Plan
- Recreation Plan
- Conservation Plan
- Economic Plan
- Historic Preservation Plan

**Does your municipality have any Master Plan draft elements currently being considered?**

Housing Element & Fair Share Plan

**Master Plan Reexamination Report(s)**

December 12, 2019

**Land Use Map**

December 12, 2019

**Zoning Ordinance and other land development standards**

October 15, 2024

**Zoning Map and Schedule**

October 15, 2024

**Natural Resource Inventory**

February 1, 2012

**Recreation and Open Space Inventory (ROSI)**

May 5, 2003

**Resource protection ordinances**

May 3, 2011

**The adoption date of the most recently adopted redevelopment and/or rehabilitation plan adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

November 12, 2024

**Please list all redevelopment and/or rehabilitation plan(s) adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

- Downtown Redevelopment Plan (2005, Amended 2018)
- 31 River Road Redevelopment Plan (2018, Amended 2018)
- 433 Cleveland Avenue Redevelopment Plan (2020)
- 420-424 Raritan Avenue Redevelopment Plan (2023)
- Upper Raritan Redevelopment Plan (2024)
- 810 No. 2nd Ave Redevelopment Plan (2024)
- Downtown Redevelopment Plan for Tracts A-D (2021, Amended 2024)

**Does your municipality have any other adopted planning documents (e.g. Stormwater Management Plan, Wastewater Management Plan, Capital Improvement Plan)?**

- Bicycle and Pedestrian Plan (2019)
- Community Forestry Management Plan (2019)
- Community Energy Plan (2024)

**1.2. Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal plans have incorporated key concepts and policy objectives.**

For the past 10 years, the Borough's planning efforts have emphasized redevelopment as a core strategy for spurring economic development and providing more housing options in our walkable, transportation-rich downtown. This approach is evident in the 2019 Master Plan Re-examination and Land Use Element update as well as in the adopted Downtown Redevelopment Plan for Tracts A-D. The Borough's emphasis on redevelopment advances many (if not all) of the Preliminary State Plan's goals, including economic development, housing, infrastructure, revitalization and recentering, climate change, and equity. Highland Park is a built-out community that sees its future in the reinvention of its downtown and Main Street, taking advantage of its walkability and relatively easy-access to New Brunswick with its employment centers and transit connections, and creating public gathering spaces. Beyond downtown redevelopment, we have the river trail, for which interagency coordination is critical.

**1.3. If inconsistent, how will the municipality become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**

Not inconsistent.

**1.4. How well do the designated State Planning Areas suit the current and future development of your municipality?**

Very well - the entire municipality is designated PA-1. However, it may be worth considering placing the Rutgers Ecological Preserve, including parts of Piscataway and Edison, as well as the existing municipal and county parks along the Raritan River, into PA-5. Also, we would suggest enhanced PA-1 core areas, perhaps as PA-1A, and remaining transitional metro areas as PA-1B.

## **2. Agreements and Disagreements**

**2.1. Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan in order to better meet local needs.**

We think you did a great job!

**2.2. Provide a detailed explanation of how municipal plans will be modified in order to create a greater degree of consistency.**

Looking toward the next Master Plan reexamination, the Borough anticipates more emphasis on developing statements and strategies related to Climate Change, including a Climate Change-Related Hazard and Vulnerability Assessment, an updated Environmental Resource Inventory, and open space and recreation planning.

**2.3. Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as, make recommendations as to possible revisions**

- NJDEP regulations should have special considerations and/or ways to facilitate redevelopment of prime downtown areas and designated Centers
- this is especially true for stormwater regulations in places with existing poor soil (type D) conditions. Similarly, NJDOT permitting processes should give special consideration to municipalities with walkable downtowns that include state highways.

**2.4. Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC**

- 1. State Planning Areas and Center Designation, specifically how to make it easier/more meaningful to be identified as a center
- 2. State/County Support for Local Efforts to Implement the SDRP - Technical assistance - Financial assistance - Permitting exceptions



- 2.5. Identify areas to be protected and areas where sprawl has occurred**  
Highland Park is the third most densely populated municipality in Middlesex County and prizes its walkability. That said we do have some lower-lying areas that are vulnerable to flooding from the Raritan River, including Middlesex County's Donaldson Park and portions of County Route 622/River Road.
- 2.6. Does the municipality have an open space plan? Open space tax?**  
Yes, No Local Tax (other than County Tax)
- 2.7. Is the municipality a member of Sustainable Jersey?**  
Yes, the Borough has an Environmental Commission and Sustainable Highland Park, the latter serves as the Green Team for Sustainable Jersey.
- 2.8. Please indicate your community's three most important local and regional land use planning goals and priorities:**
- Redevelopment of downtown area
  - Improve transit connections to New Brunswick (first mile/last mile)
  - Provide (inclusionary) housing downtown
- 2.9. Please list the Negotiating Committee members:**
- Mayor Elsie Foster
  - Council Member Matt Hale
  - Teri Jover (Borough Administrator)
  - Rutuja Vartak (Economic Development Coordinator)
  - Chris Cosenza (Borough Planner)

**Additional comment(s):**

Historically, the Borough has contemplated applying for Center Designation, but did not proceed as it did not seem to offer tangible benefits and the effort appeared to be time consuming and potentially costly. The process to apply should be simpler, and the benefits should be easily understood. In addition, in looking at the State Plan Map, we were struck by the fact that most of our region is Planning Area 1 and there is no distinction between walkable Highland Park and more suburban places like East Brunswick. A re-thought Center Designation process, one that is streamlined, would go a long way. We would suggest enhanced PA-1 core areas, perhaps as PA-1A, and remaining transitional metro areas as PA-1B.

## **Middlesex**

Paul Ricci, Borough Consulting Planner

### **1. Consistency with the Preliminary State Plan**

#### **1.1. Planning Documents**

##### **Most recent adopted Master Plan**

May 1, 2002

**Please indicate if your municipality has adopted any of the following Master Plan elements**

- Housing plan
- Land use plan

**Does your municipality have any Master Plan draft elements currently being considered?**

Housing Plan

##### **Master Plan Reexamination Report(s)**

June 8, 2022

##### **Land Use Map**

June 8, 2022

##### **Zoning Ordinance and other land development standards**

March 11, 2025

##### **Zoning Map and Schedule**

March 12, 2014

**The adoption date of the most recently adopted redevelopment and/or rehabilitation plan adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

July 14, 2020

**Please list all redevelopment and/or rehabilitation plan(s) adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

- Lincoln Boulevard Redevelopment Plan
- Union Carbide Redevelopment

**Does your municipality have any other adopted planning documents (e.g. Stormwater Management Plan, Wastewater Management Plan, Capital Improvement Plan)?**

Stormwater Management Plan

#### **1.2. Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal plans have incorporated key concepts and policy objectives.**

- Economic development planning through redevelopment
  - Current preparation of a housing plan to provide low and moderate income housing
  - Infrastructure work with Federal Government to prevent flooding
  - Transportation - Goals of reactivating a former NJ Transit Rail Stop
- 1.3. **If inconsistent, how will the municipality become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**  
*No data provided*
- 1.4. **How well do the designated State Planning Areas suit the current and future development of your municipality?**  
 They are suitable.

## **2 Agreements and Disagreements**

- 2.1 **Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan in order to better meet local needs.**  
*No data provided*
- 2.2 **Provide a detailed explanation of how municipal plans will be modified in order to create a greater degree of consistency.**  
 Municipal plans are already consistent.
- 2.3 **Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as, make recommendations as to possible revisions**  
 The planning agenda for PA-1 seems largely consistent with the current state plan.
- 2.4 **Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC**  
*No data provided*
- 2.5 **Identify areas to be protected and areas where sprawl has occurred**  
 Town is built out with the exception of environmentally constrained areas.
- 2.6 **Does the municipality have an open space plan? Open space tax?**  
 No.
- 2.7 **Is the municipality a member of Sustainable Jersey?**  
 No.
- 2.8 **Please indicate your community's three most important local and regional land use planning goals and priorities:**  
 Smart redevelopment of the Lincoln Boulevard Corridor, Economic Development, Reduction of flooding.

**2.9 Please list the Negotiating Committee members:**

- Michael LaPlace
- Paul Ricci

**Additional comment(s):**

*No data provided*



## **North Brunswick**

Tom Vigna. Township Planner

### **1. Consistency with the Preliminary State Plan**

#### **1.1. Planning Documents**

##### **Most recent adopted Master Plan**

April 26, 2018

**Please indicate if your municipality has adopted any of the following Master Plan elements**

- Land use plan
- Housing plan
- Circulation Plan
- Utility Service Plan
- Communities Facilities Plan
- Recreation Plan

**Does your municipality have any Master Plan draft elements currently being considered?**

Yes, a new Housing Element and Fair Share Plan scheduled for public hearing on 5/21

##### **Master Plan Reexamination Report(s)**

April 26, 2018

##### **Land Use Map**

April 26, 2018

##### **Zoning Ordinance and other land development standards**

May 15, 2023

##### **Zoning Map and Schedule**

May 15, 2023

##### **Natural Resource Inventory**

September 1, 2014

##### **Recreation and Open Space Inventory (ROSI)**

August 4, 2020

##### **Resource protection ordinances**

February 24, 2006

**The adoption date of the most recently adopted redevelopment and/or rehabilitation plan adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

September 4, 2012

**Please list all redevelopment and/or rehabilitation plan(s) adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

Redevelopment Plan for the Crescent Apartments (183 affordable units)

**Does your municipality have any other adopted planning documents (e.g. Stormwater Management Plan, Wastewater Management Plan, Capital Improvement Plan)?**

Stormwater Management Plan adopted on 2/24/2006

**1.2 Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal plans have incorporated key concepts and policy objectives.**

The township has prioritized smart growth by zoning for a Transit Village with 1875 housing units and more than 600,000 square feet of commercial space. It includes a new rail station on the Northeast Corridor line which is presently almost 40% designed. It includes a series of interconnected bikeways and pedestrian paths. It mandated solar panels to be provided on the roofs of big box users. It requires that a % of the housing units be designed to qualify for LEED certification. It will incorporate almost 270 affordable units, including supportive housing. The township has embarked on installing a series of bike paths and bikeways throughout the township over the past ten years. We are a leader in the provision of affordable housing in the region, and we carry affordable housing credits forward based upon previous aggressive actions to provide same. We have revitalized the former J&J facility through creation of the transit village zoning and pursuing NJ Transit to construct a station at this site. We were the first municipality in the state to adopt an ordinance requiring nonresidential and residential developments to install electric vehicle charging equipment, six months before the state enacted a state code.

**1.3 If inconsistent, how will the municipality become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**

*No data provided*

**1.4 How well do the designated State Planning Areas suit the current and future development of your municipality?**

We agree that we are predominantly PA 1 and have made minor revisions to the map to reduce environmentally sensitive lands that have been developed as subdivisions. I have also amended the map to show that the township believes that the 212-acre transit village should be designated a regional center.

## **2 Agreements and Disagreements**

- 2.1 Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan in order to better meet local needs.**

We recommend that it be made clear that state infrastructure resources should be targeted specifically to facilitate the construction of rail stations given their enormous cost.

- 2.2 Provide a detailed explanation of how municipal plans will be modified in order to create a greater degree of consistency.**

No comment.

- 2.3 Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as, make recommendations as to possible revisions**

Again, our concern is that state funding continue to be made available to complete the design and construction of North Brunswick Station on the Northeast Corridor.

- 2.4 Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC**

We see no need for an agenda, and support the draft State plan in its entirety.

- 2.5 Identify areas to be protected and areas where sprawl has occurred**

*No data provided*

- 2.6 Does the municipality have an open space plan? Open space tax?**

The Planning Board adopted an Open Space and Recreation Plan on 12/5/2017.

- 2.7 Is the municipality a member of Sustainable Jersey?**

Yes.

- 2.8 Please indicate your community's three most important local and regional land use planning goals and priorities:**

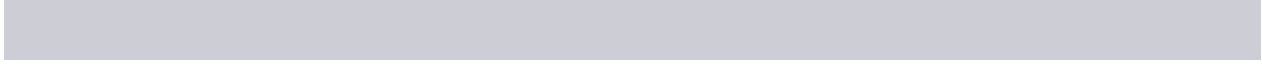
- 1---To provide for a range of housing types affordable to all different income groups.
- 2--- To provide quality services to township residents, particularly with respect to education, recreation and open space.
- 3---To provide opportunities for economic development and employment growth.

- 2.9 Please list the Negotiating Committee members:**

Thomas Vigna, Township Planner, and Michael Hritz, Director of Community Development

**Additional comment(s):**

*No data provided*





## **Borough of Metuchen**

Linda Koskoski, Director of Economic Development

### **1. Consistency with the Preliminary State Plan**

#### **1.1. Planning Documents**

**Most recent adopted Master Plan**

January 1, 1967

**Please indicate if your municipality has adopted any of the following Master Plan elements**

- Land use plan
- Housing plan
- Circulation Plan
- Utility Service Plan
- Recreation Plan
- Historic Preservation Plan

**Does your municipality have any Master Plan draft elements currently being considered?**

- Housing Element & Fair Share Plan
- also currently working on Master Plan Re-Examination Report and strategic update to the Land Use Plan Element, to be adopted by July 2026

**Master Plan Reexamination Report(s)**

July 21, 2016

**Land Use Map**

March 17, 1983

**Zoning Ordinance and other land development standards**

October 28, 2024

**Zoning Map and Schedule**

November 25, 2003

**Natural Resource Inventory**

January 1, 1976

**Recreation and Open Space Inventory (ROSI)**

July 21, 2016

**Resource protection ordinances**

April 4, 2011

**The adoption date of the most recently adopted redevelopment and/or rehabilitation plan adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

May 12, 2025

**Please list all redevelopment and/or rehabilitation plan(s) adopted pursuant to the Local Redevelopment and Housing Law (LRHL)**

- Oakite Site Redevelopment Plan (2018, Amended 2021, Amended 2023)
- Municipal-Wide Rehabilitation Plan (2020)
- Downtown Area Redevelopment Plan (2021)
- Gulton Tract Redevelopment Plan (2022, Amended 2023)
- Metuchen Arts District Redevelopment Plan (2023, Amended 2025)
- Southwest Gateway Redevelopment Plan (2023)

**Additional Planning Documents**

**Does your municipality have any other adopted planning documents (e.g. Stormwater Management Plan, Wastewater Management Plan, Capital Improvement Plan)?**

- School Travel Plan, June 2016
- Complete Street Bicycle & Pedestrian Plan, November 2016
- Stormwater Management Plan, Revised April 2021
- Capital Improvement Plan

**1.2. Review the ten goals in The Preliminary State Plan and indicate the degree to which municipal plans have incorporated key concepts and policy objectives.**

Generally speaking, the Borough's active role in redevelopment advances many of the Preliminary State Plan's goals. Over the past 15 years, Metuchen, together with the creation of the Metuchen Downtown Alliance and collaboration with County and State agencies, has emphasized redevelopment of its downtown area as a strategy to spur economic development and affordable housing. This approach is evident in the adoption of several downtown projects in the 2010s, and adoption of several redevelopment projects over the past few years, including the planned Forum Theater reconstruction as part of the Metuchen Arts District. All of these efforts play a significant role in advancing the State's goals for revitalization and recentering. With redevelopment, Metuchen is committed to the State's goals of providing affordable housing, as evident in our commitment to meeting our affordable housing requirements (particularly affordable housing as part of transit-oriented development, with easy access to the Metuchen Train Station), along with expanding zoning in certain areas to allow missing middle housing, such as ADUs and small multi-family dwellings. Despite being a small town, Metuchen is committed to investing in infrastructure, such as stormwater management, a new pump station, and a new Emergency Services Center. Metuchen's several boards, commissions, committees, and very active volunteer network and inclusive community

spirit, together with long-time planners in the community, represents a proactive and collaborative approach to comprehensive planning. Thanks to the Borough's partners at the County and State agencies and representatives, has been able to implement many projects. This year, the Borough is beginning the process to update its Master Plan, and will seek to incorporate additional concepts and advance policy objectives throughout the planning process.

- 1.3. If inconsistent, how will the municipality become more aligned with the State goals and how will this be achieved? What is the predicted timeframe for greater consistency?**

Not inconsistent

- 1.4. How well do the designated State Planning Areas suit the current and future development of your municipality?**

Extremely well - nearly the entire municipality is designated PA1. However, it may be worth considering placing the future County park associated with the Peter J. Barnes III Wildlife Preserve (as part of the Gulton redevelopment project) into PA-5. Also, we would suggest enhanced PA-1 core areas, perhaps as PA-1A, and remaining transitional metro areas as PA-1B.

## **2 Agreements and Disagreements**

- 2.1 Provide a detailed discussion of any issues or recommendations to The Preliminary State Plan in order to better meet local needs.**

We think you did a great job. Perhaps there should be greater emphasis on transit-oriented developments and emphasizing actual centers within PA-1, not necessarily suburban / rural areas that happen to be within PA-1. Such should be commiserate (*sic*) with enhanced technical assistance and funding opportunities, similar to the Transit Village program.

- 2.2 Provide a detailed explanation of how municipal plans will be modified in order to create a greater degree of consistency.**

We are currently in the beginning phases of re-examining the Master Plan, including a strategic update to the Land Use Plan Element which will incorporate a Climate Change-Related Hazard Vulnerability Assessment. We intend to provide more discussion as to its relationship to the Preliminary State Plan.

- 2.3 Provide comments and recommendations regarding State agency implementation of the State Plan including any applicable agency or program, as well as, make recommendations as to possible revisions**  
NJDEP regulations (i.e., stormwater regulations) should have special considerations and/or methods to permit redevelopment of designated centers. Streamline permitting process involving federal grants, including

enabling scope changes, as well as with projects involving AMTRAK coordination and/or review.

- 2.4 Submit a Negotiating Agenda, which will form the basis of the negotiation sessions between the negotiating entity and the SPC**
- 1) State Planning Areas and Centers designation, specifically to make it easier to renew/extend (or make permanent) the extension, and make it more meaningful to be identified as a center (i.e., financial benefits, permit prioritization)
  - 2) Streamline permitting and coordination process with County, State, and Federal agencies
- 2.5 Identify areas to be protected and areas where sprawl has occurred**
- Metuchen is a fully built out community, and prioritizes redevelopment of former industrial areas and the downtown area. We do not have a large contingent of properties in the floodplain, where they are, they are primarily industrial sites, including several contaminated sites. We would like assistance to complete environmental remediation of those remaining contaminated areas within the floodplain. Additionally, not all residential neighborhoods have stormwater management systems (only a curb and gutter) and high water tables. Finally, the downtown area, particularly by the train station, historically had flooding issues. We would like assistance improving the stormwater management system.
- 2.6 Does the municipality have an open space plan? Open space tax?**
- Yes; No Local Tax (other than County Tax).
- 2.7 Is the municipality a member of Sustainable Jersey?**
- Yes, and the Borough has an Environmental Commission and Green Team.
- 2.8 Please indicate your community's three most important local and regional land use planning goals and priorities:**
- 1. Redevelopment of downtown area
  - 2. Preservation of residential neighborhoods
  - 3. Improve connections to schools and parks, and implementation of future Middlesex Greenway Extension
- 2.9 Please list the Negotiating Committee members:**
- Mayor Jonathan Busch
  - Melissa Perilstein, Borough Administrator
  - Linda Koskoski, Director of Economic Development
  - Chris Cosenza, Borough Planner

**Additional comment(s):**

The Borough allowed the Centers designation to expire because the cost-benefit of the application to extend made the effort infeasible. The benefits should be more easily understood. Perhaps the Centers designation should not expire, or should be subject to



a Statement of Strategy analysis as municipalities re-examine their master plans. As to the State Plan Policy Map, Metuchen is clearly a town center, and there should be a designation that clearly differentiates a walkable downtown area, particularly one with a train station, from suburban areas. This would further emphasize and implement the State's goal to revitalize and recenter.

# Appendix E – Municipal Map Amendments



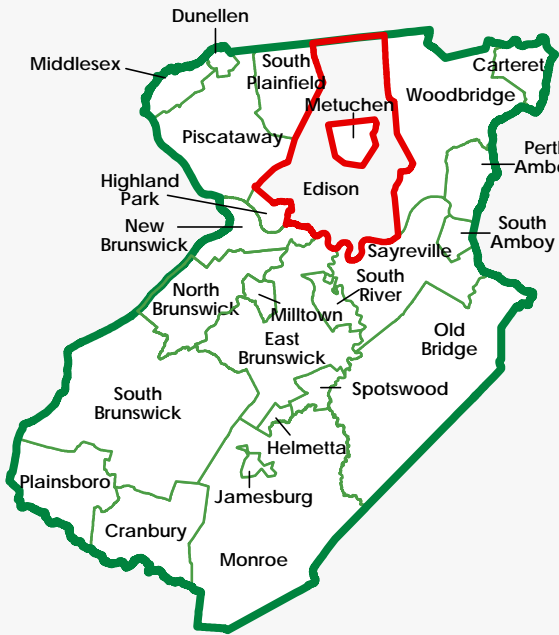


# Municipality: Edison Township

## Proposed Planning Area Amendments to the State Plan Policy Map of the New Jersey State Development And Redevelopment Plan

**MIDDLESEX**  
COUNTY • N J  
**CROSS ACCEPTANCE. 2025.**

### MUNICIPAL LOCATION MAP



### LEGEND

- METROPOLITAN PLANNING AREA (PA1)
  - SUBURBAN PLANNING AREA (PA2)
  - FRINGE PLANNING AREA (PA3)
  - RURAL PLANNING AREA (PA4)
  - RURAL/ENV. SENSITIVE PLANNING AREA (PA4B)
  - ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
  - PARK / OPEN SPACE (PA8)
- HP-1 MUNICIPAL AMENDMENT ID NUMBER

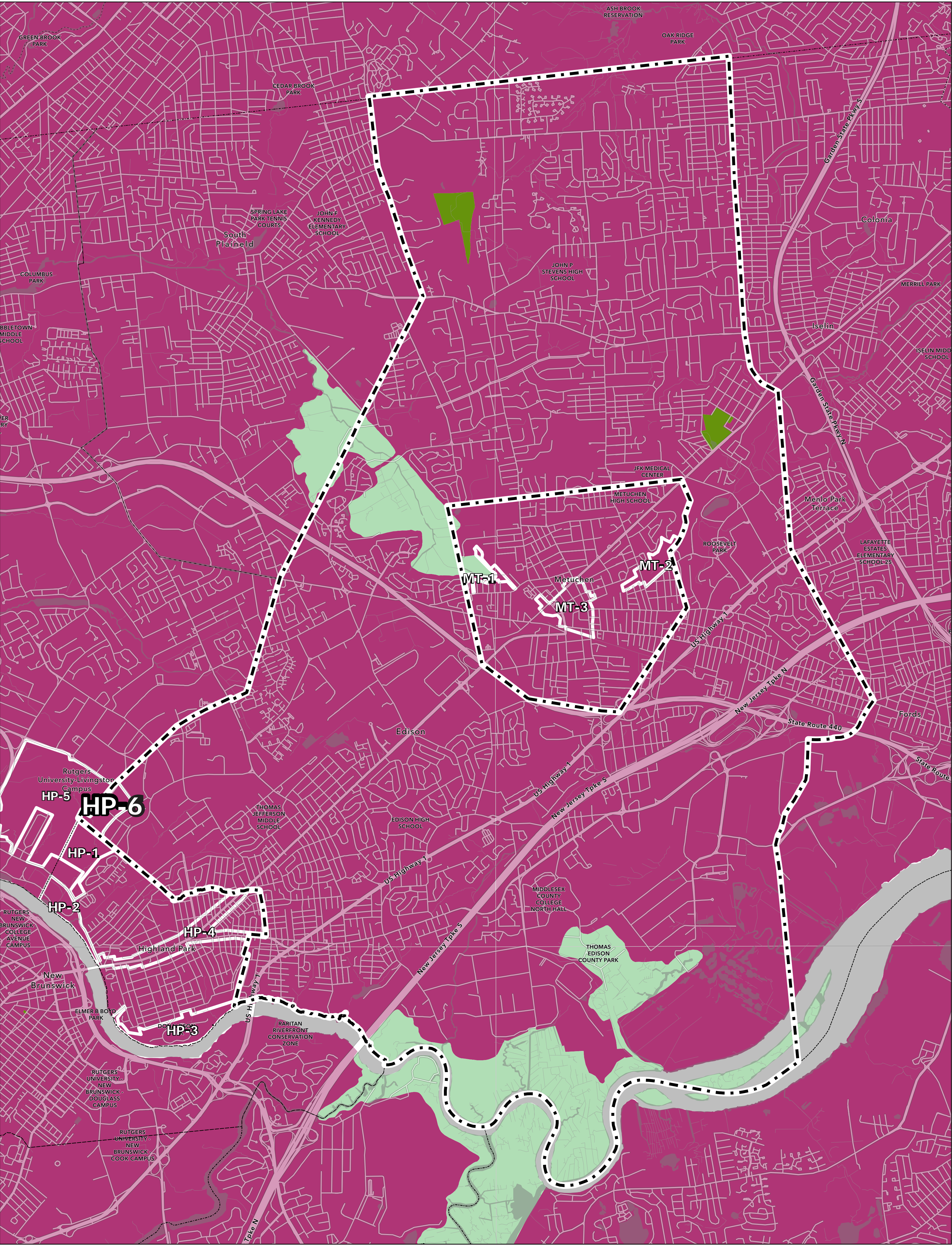


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Basemap service layer credits: New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

**Prepared:** May 28, 2025 DRAFT FOR REVIEW  
**By:** Colliers Engineering and Design





# Municipality: Highland Park Borough

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan

MIDDLESEX  
COUNTY • N J  
CROSS ACCEPTANCE. 2025.

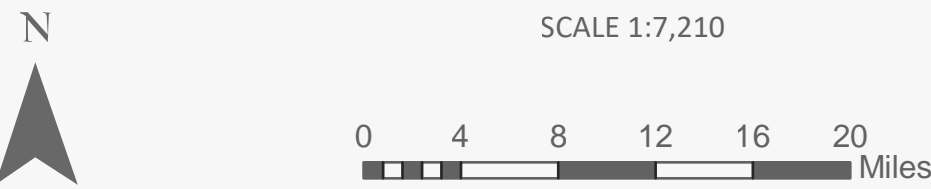
MUNICIPAL LOCATION MAP



**LEGEND**

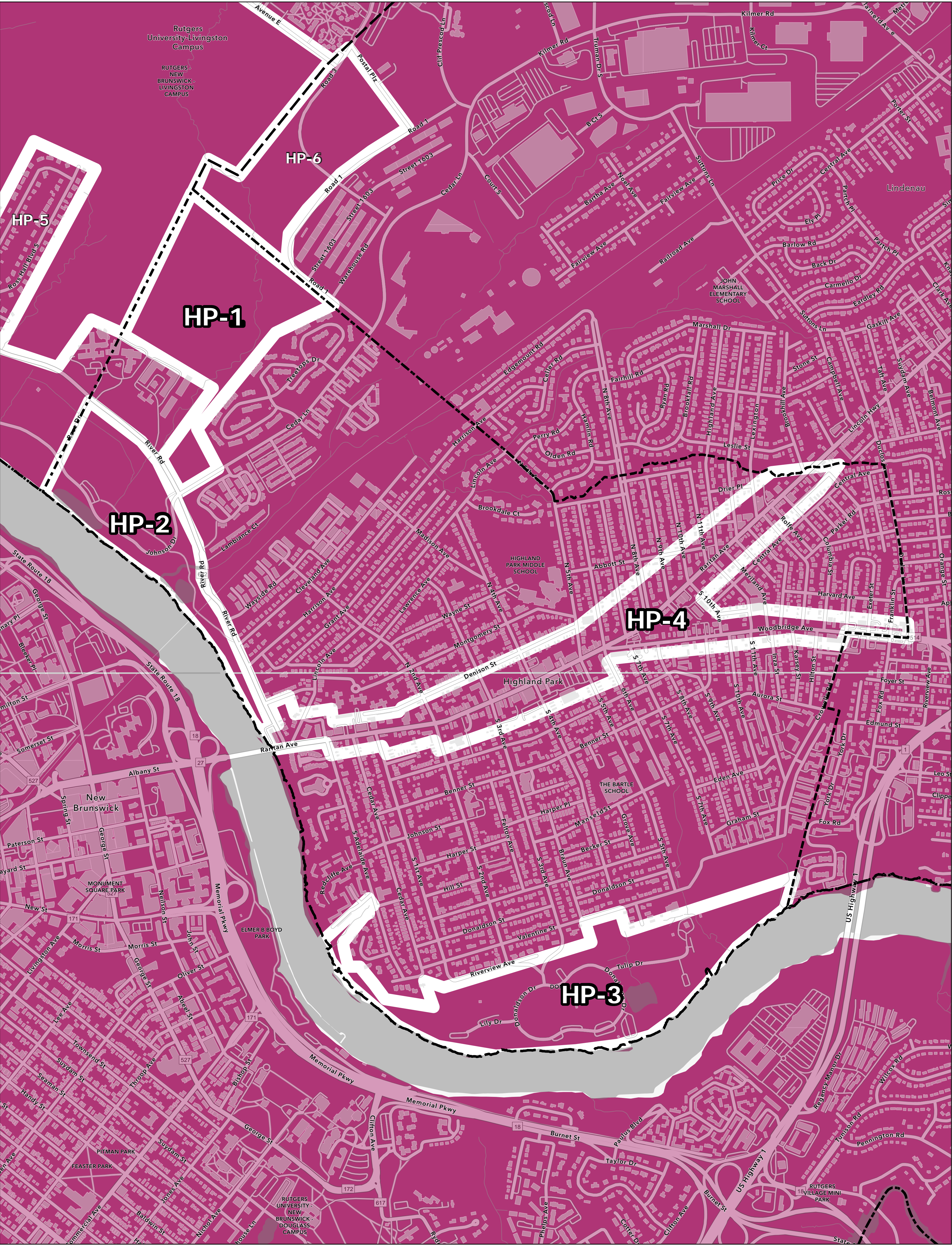
- METROPOLITAN PLANNING AREA (PA1)
- SUBURBAN PLANNING AREA (PA2)
- FRINGE PLANNING AREA (PA3)
- RURAL PLANNING AREA (PA4)
- RURAL/ENV. SENSITIVE PLANNING AREA (PA4B)
- ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
- PARK / OPEN SPACE (PA8)

HP-1 MUNICIPAL AMENDMENT ID NUMBER



Basemap service layer credits: Esri Community Maps Contributors, Somerset County, New Jersey, New Jersey Office of GIS, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Prepared: May 28, 2025 DRAFT FOR REVIEW  
By: Colliers Engineering and Design





# Municipality: Metuchen Borough

## Proposed Planning Area Amendments to the State Plan Policy Map of the New Jersey State Development And Redevelopment Plan

**MIDDLESEX**  
COUNTY • NJ

**CROSS ACCEPTANCE. 2025.**

### MUNICIPAL LOCATION MAP



### LEGEND

- METROPOLITAN PLANNING AREA (PA1)
- SUBURBAN PLANNING AREA (PA2)
- FRINGE PLANNING AREA (PA3)
- RURAL PLANNING AREA (PA4)
- RURAL/ENV. SENSITIVE PLANNING AREA (PA4B)
- ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
- PARK / OPEN SPACE (PA8)

MT-1 PLANNING AREA AMENDMENT ID NUMBER

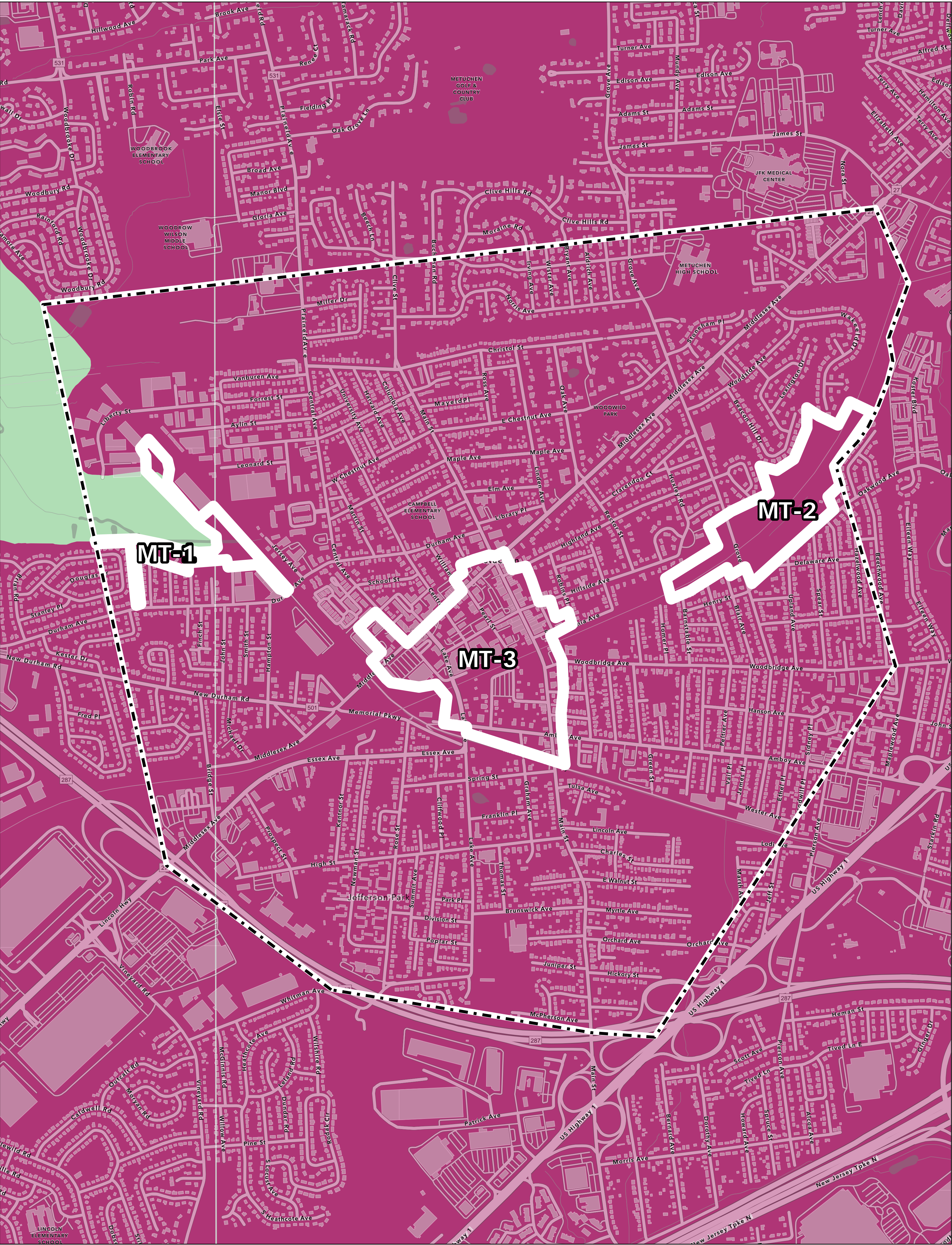


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**Prepared:** May 28, 2025 DRAFT FOR REVIEW  
**By:** Colliers Engineering and Design





# Municipality: North Brunswick

Proposed Planning Area Amendments  
to the State Plan Policy Map of the  
New Jersey State Development  
And Redevelopment Plan



CROSS ACCEPTANCE. 2025.

MUNICIPAL LOCATION MAP



LEGEND

- METROPOLITAN PLANNING AREA (PA1)
- SUBURBAN PLANNING AREA (PA2)
- FRINGE PLANNING AREA (PA3)
- RURAL PLANNING AREA (PA4)
- RURAL/ENV. SENSITIVE PLANNING AREA (PA4B)
- ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)
- PARK / OPEN SPACE (PA8)

NB-1 PLANNING AREA AMENDMENT ID NUMBER

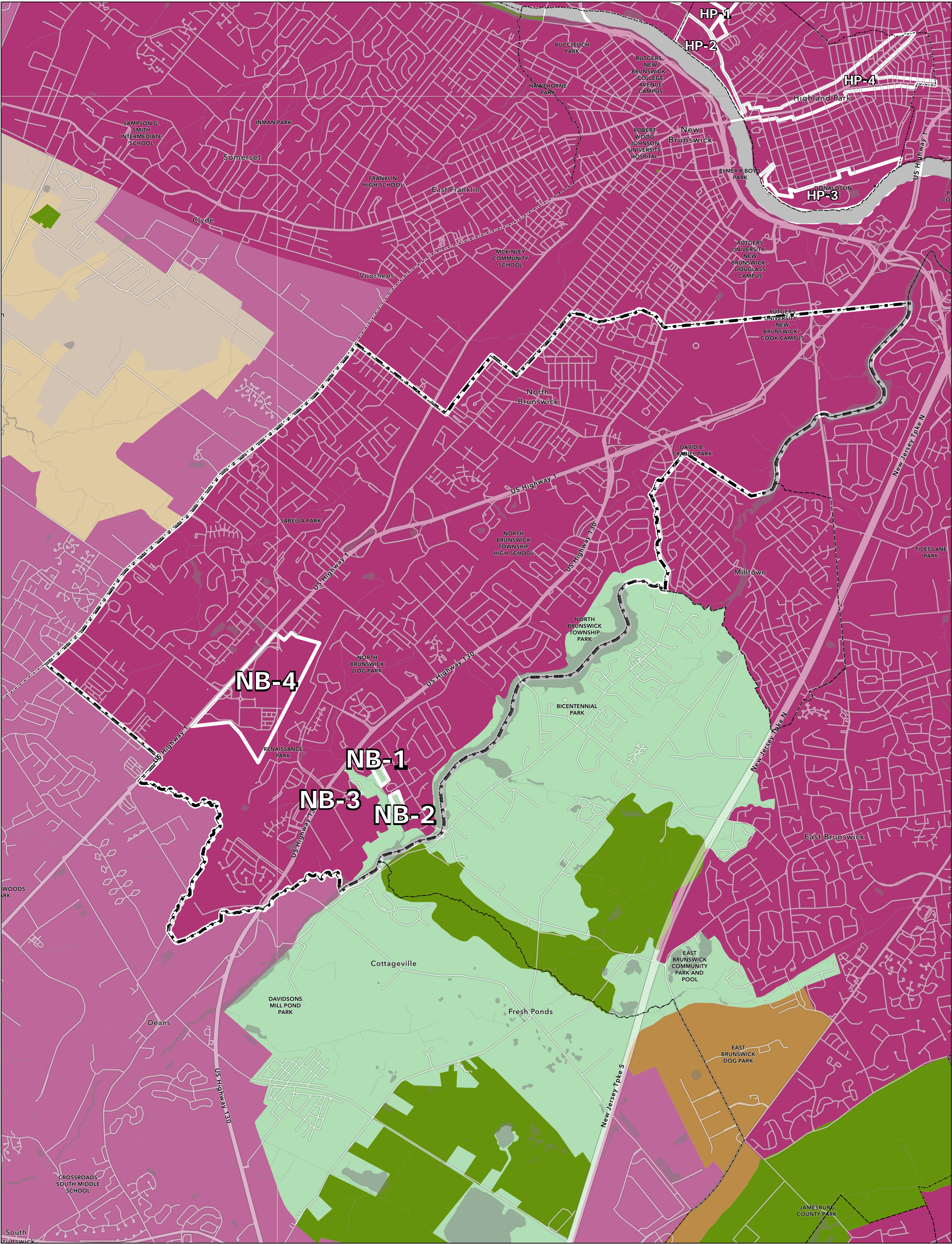


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Basemap service layer credits: Monmouth County NJ GIS, Somerset County, New Jersey, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Prepared: May 28, 2025 DRAFT FOR REVIEW  
By: Colliers Engineering and Design



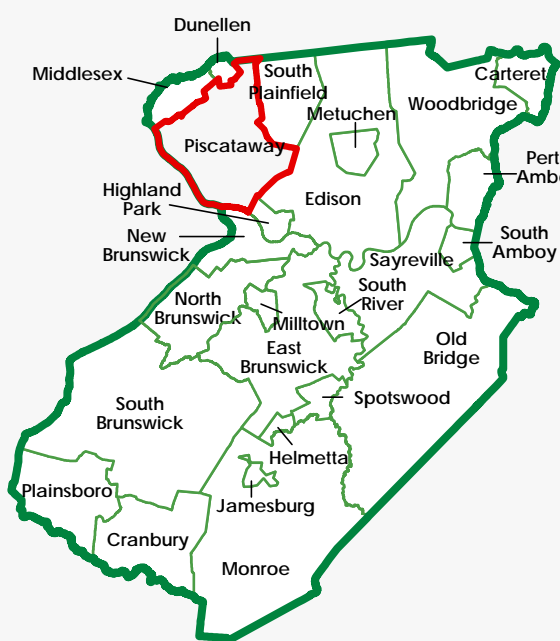


# Municipality: Piscataway Township

## Proposed Planning Area Amendments to the State Plan Policy Map of the New Jersey State Development And Redevelopment Plan

**MIDDLESEX**  
COUNTY • N J  
**CROSS ACCEPTANCE. 2025.**

### MUNICIPAL LOCATION MAP



METROPOLITAN PLANNING AREA (PA1)

SUBURBAN PLANNING AREA (PA2)

FRINGE PLANNING AREA (PA3)

RURAL PLANNING AREA (PA4)

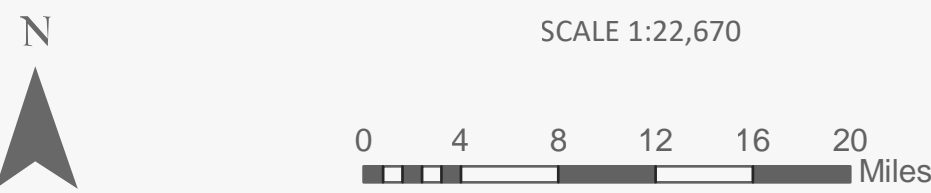
RURAL/ENV. SENSITIVE PLANNING AREA (PA4B)

ENVIRONMENTALLY SENSITIVE PLANNING AREA (PA5)

PARK / OPEN SPACE (PA8)

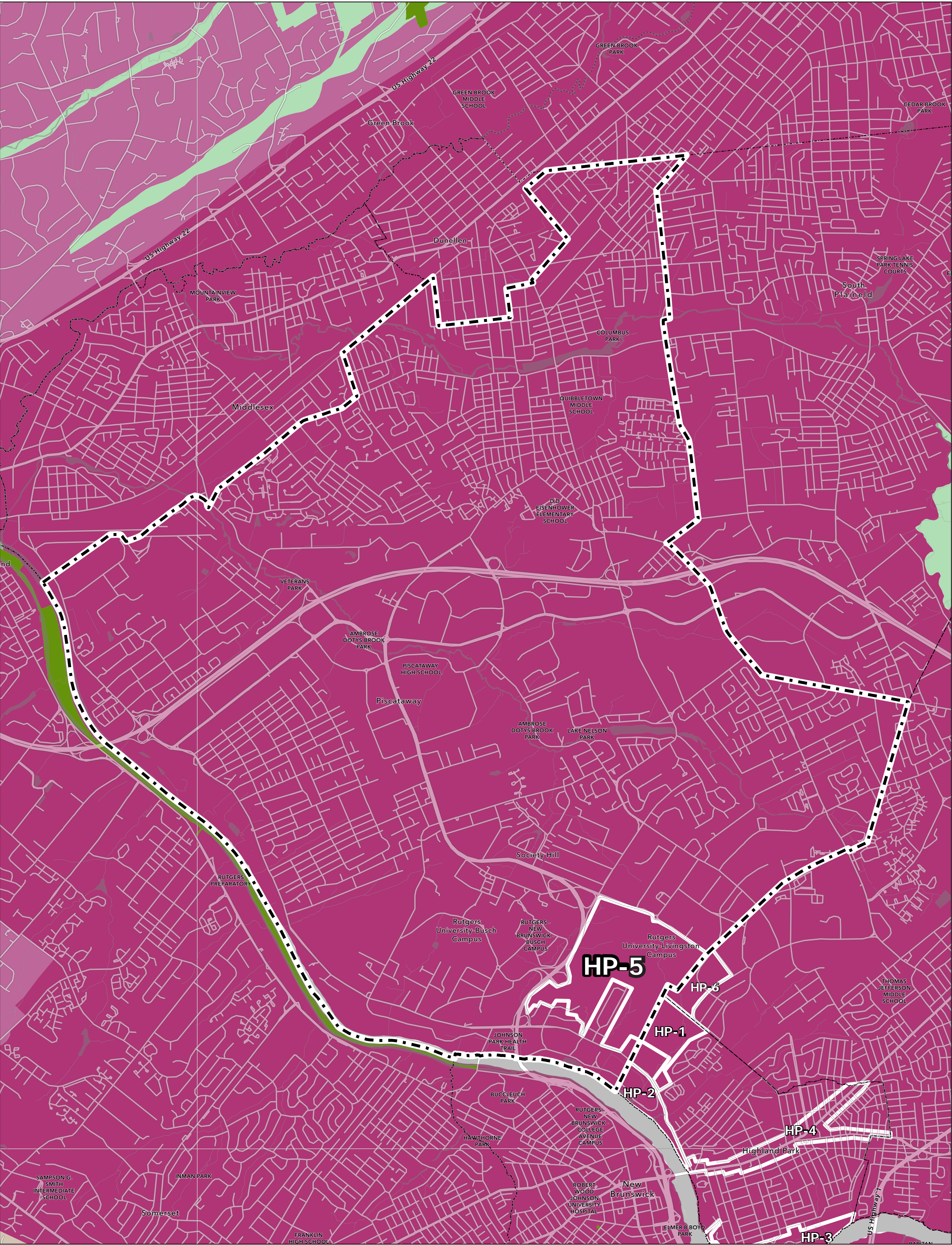
HP-1

MUNICIPAL AMENDMENT ID NUMBER



Basemap service layer credits: Somerset County, New Jersey, New Jersey Office of GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

*Prepared: May 28, 2025 DRAFT FOR REVIEW  
By: Colliers Engineering and Design*





Amendment ID Number	Municipality	Proposed Map Amendment	JUSTIFICATION
NB-1	North Brunswick	From ENV SENS (PA5) to METRO (PA1)	Environmentally sensitive area has been developed should be PA1
NB-2	North Brunswick	From ENV SENS (PA5) to METRO (PA1)	Environmentally sensitive area has been developed for single homes and should be PA1
NB-3	North Brunswick	From ENV SENS (PA5) to METRO (PA1)	Buildings at the county workhouse should be PA1
NB-4	North Brunswick	Center Designation request in PA1	<p>This PA1 site is the site of the Main Street Transit village which has received approval for a NJ Transit Train Station and 1875 housing units, as well as 600,000 plus square feet of commercial space. Station and platform design, which is being handled by the Middlesex County Improvement Authority, is almost 40 % complete.</p> <p>Township is requesting designation as a regional center to channel infrastructure investment to this project.</p>
HP-1	Highland Park	From METRO (PA1) to PARK (PA8)	Generally, the extents of the Rutgers Ecological Preserve should be designated as PA 8, as the Borough does not anticipate any further development within the wooded area north of River Road, so long as trails, signage, community structures are still permitted from a regulatory perspective.
HP-2	Highland Park	From METRO (PA1) to PARK (PA8)	Johnson Park and adjacent properties within or adjacent to the floodplain should be in PA 8, so long as parks, trails, signage, community structures are still permitted from a regulatory perspective.
HP-3	Highland Park	From METRO (PA1) to PARK (PA8)	Donaldson Park and adjacent properties within or adjacent to the floodplain should be in PA 8, so long as parks, trails, signage, community structures are still permitted from a regulatory perspective.
HP-4	Highland Park	From METRO (PA1) to new category to designate downtown development	Generally suggest core areas within PA 1 - perhaps PA 1A - to be the primary focus of downtown development to effectuate the State Plan's goal for revitalization and recentering. Otherwise, the entirety of Highland Park could be designated as a center.



Amendment ID Number	Municipality	Proposed Map Amendment	JUSTIFICATION
HP-5	Piscataway	From METRO (PA1) to PARK (PA8)	Generally, the area adjacent to the Rutgers Ecological Preserve (at least as delineated in Highland Park) should be designated as PA 8 to limit development within the wooded area, so long as parks, trails, signage, community structures are still permitted from a regulatory perspective.
HP-6	Edison	From METRO (PA1) to PARK (PA8)	Generally, the area adjacent to the Rutgers Ecological Preserve (at least as delineated in Highland Park) should be designated as PA 8 to limit development within the wooded are, so long as parks, trails, signage, community structures are still permitted from a regulatory perspective.
MT-1	Metuchen	From METRO (PA1) to PARK (PA8)	The remaining wooded area and future County park adjacent to the Peter J. Barnes III Wildlife Preserve should be in PA 8, so long as parks, trails, signage, community structures are still permitted from a regulatory perspective.
MT-2	Metuchen	From METRO (PA1) to ENV SENS (PA5) or PARK (PA8)	Generally, the wooded area and parks adjacent to the Northeast Corridor should be designated as PA 8 or PA 5 to limit development within the wooded are, so long as parks, trails, signage, community structures are still permitted from a regulatory perspective.
MT-3	Metuchen	From METRO (PA1) to new category to designate downtown development	Generally suggest core areas within PA 1 - perhaps PA 1A - to be the primary focus of downtown development to effectuate the State Plan's goal for revitalization and recentering. Otherwise, the entirety of Metuchen could be re-designated as a center.