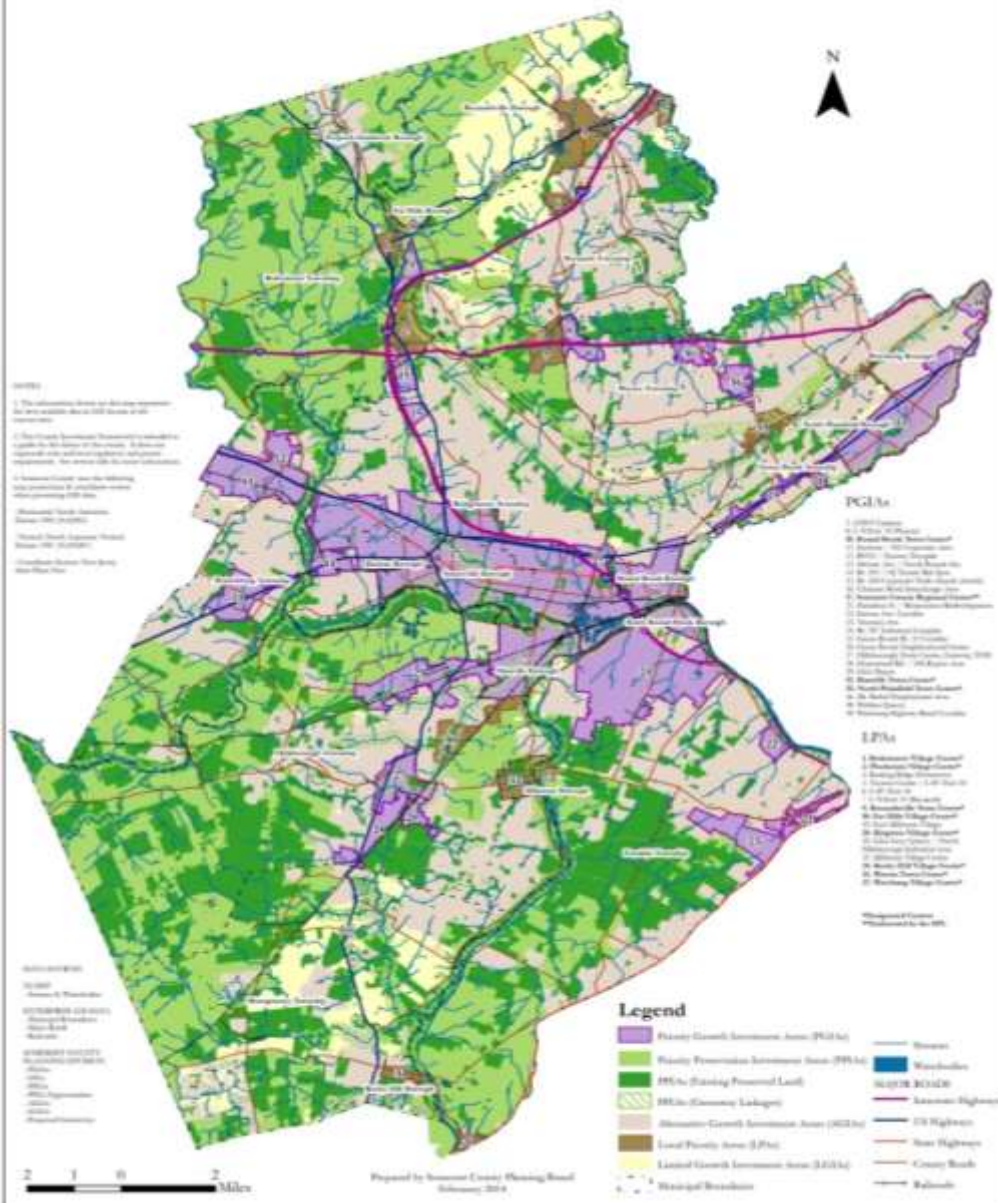


# ADVANCING THE SOMERSET COUNTY INVESTMENT FRAMEWORK



# COUNTY INVESTMENT FRAMEWORK

## Somerset County, NJ



**NOTES:**

- The underlying data for this map was derived from the 2010 Census and other sources.
- The County Investment Framework is a planning tool that provides a visual representation of the County's investment priorities. It is not a regulatory document and should not be used to make decisions regarding land use or zoning.
- The County Investment Framework is subject to change as more information becomes available.
- The County Investment Framework is a living document and will be updated as needed.

**Map Symbols:**

- County Boundary
- Municipal Boundary
- Water
- Woodlands
- Water Bodies
- County Roads
- Highways
- Railroads

- PGIAs**
1. Priority Growth Area (PGA)
  2. Priority Preservation Area (PPA)
  3. Priority Growth Area (PGA)
  4. Priority Preservation Area (PPA)
  5. Priority Growth Area (PGA)
  6. Priority Preservation Area (PPA)
  7. Priority Growth Area (PGA)
  8. Priority Preservation Area (PPA)
  9. Priority Growth Area (PGA)
  10. Priority Preservation Area (PPA)
  11. Priority Growth Area (PGA)
  12. Priority Preservation Area (PPA)
  13. Priority Growth Area (PGA)
  14. Priority Preservation Area (PPA)
  15. Priority Growth Area (PGA)
  16. Priority Preservation Area (PPA)
  17. Priority Growth Area (PGA)
  18. Priority Preservation Area (PPA)
  19. Priority Growth Area (PGA)
  20. Priority Preservation Area (PPA)
  21. Priority Growth Area (PGA)
  22. Priority Preservation Area (PPA)
  23. Priority Growth Area (PGA)
  24. Priority Preservation Area (PPA)
  25. Priority Growth Area (PGA)
  26. Priority Preservation Area (PPA)
  27. Priority Growth Area (PGA)
  28. Priority Preservation Area (PPA)
  29. Priority Growth Area (PGA)
  30. Priority Preservation Area (PPA)
  31. Priority Growth Area (PGA)
  32. Priority Preservation Area (PPA)
  33. Priority Growth Area (PGA)
  34. Priority Preservation Area (PPA)
  35. Priority Growth Area (PGA)
  36. Priority Preservation Area (PPA)
  37. Priority Growth Area (PGA)
  38. Priority Preservation Area (PPA)
  39. Priority Growth Area (PGA)
  40. Priority Preservation Area (PPA)
  41. Priority Growth Area (PGA)
  42. Priority Preservation Area (PPA)
  43. Priority Growth Area (PGA)
  44. Priority Preservation Area (PPA)
  45. Priority Growth Area (PGA)
  46. Priority Preservation Area (PPA)
  47. Priority Growth Area (PGA)
  48. Priority Preservation Area (PPA)
  49. Priority Growth Area (PGA)
  50. Priority Preservation Area (PPA)
- PPAs**
1. Priority Preservation Area (PPA)
  2. Priority Preservation Area (PPA)
  3. Priority Preservation Area (PPA)
  4. Priority Preservation Area (PPA)
  5. Priority Preservation Area (PPA)
  6. Priority Preservation Area (PPA)
  7. Priority Preservation Area (PPA)
  8. Priority Preservation Area (PPA)
  9. Priority Preservation Area (PPA)
  10. Priority Preservation Area (PPA)
  11. Priority Preservation Area (PPA)
  12. Priority Preservation Area (PPA)
  13. Priority Preservation Area (PPA)
  14. Priority Preservation Area (PPA)
  15. Priority Preservation Area (PPA)
  16. Priority Preservation Area (PPA)
  17. Priority Preservation Area (PPA)
  18. Priority Preservation Area (PPA)
  19. Priority Preservation Area (PPA)
  20. Priority Preservation Area (PPA)
  21. Priority Preservation Area (PPA)
  22. Priority Preservation Area (PPA)
  23. Priority Preservation Area (PPA)
  24. Priority Preservation Area (PPA)
  25. Priority Preservation Area (PPA)
  26. Priority Preservation Area (PPA)
  27. Priority Preservation Area (PPA)
  28. Priority Preservation Area (PPA)
  29. Priority Preservation Area (PPA)
  30. Priority Preservation Area (PPA)
  31. Priority Preservation Area (PPA)
  32. Priority Preservation Area (PPA)
  33. Priority Preservation Area (PPA)
  34. Priority Preservation Area (PPA)
  35. Priority Preservation Area (PPA)
  36. Priority Preservation Area (PPA)
  37. Priority Preservation Area (PPA)
  38. Priority Preservation Area (PPA)
  39. Priority Preservation Area (PPA)
  40. Priority Preservation Area (PPA)
  41. Priority Preservation Area (PPA)
  42. Priority Preservation Area (PPA)
  43. Priority Preservation Area (PPA)
  44. Priority Preservation Area (PPA)
  45. Priority Preservation Area (PPA)
  46. Priority Preservation Area (PPA)
  47. Priority Preservation Area (PPA)
  48. Priority Preservation Area (PPA)
  49. Priority Preservation Area (PPA)
  50. Priority Preservation Area (PPA)
- Map Symbols:**
- County Boundary
  - Municipal Boundary
  - Water
  - Woodlands
  - Water Bodies
  - County Roads
  - Highways
  - Railroads

**Legend**

- Priority Growth Investment Area (PGIA)
- Priority Preservation Investment Area (PPA)
- PPA (Existing Protected Land)
- PPA (Emerging Land)
- Alternative Growth Investment Area (AGIA)
- Local Priority Area (LPA)
- Limited Growth Investment Area (LGI)
- Municipal Boundaries
- Water
- Water Bodies
- Interstate Highways
- US Highways
- State Highways
- County Roads
- Railroads

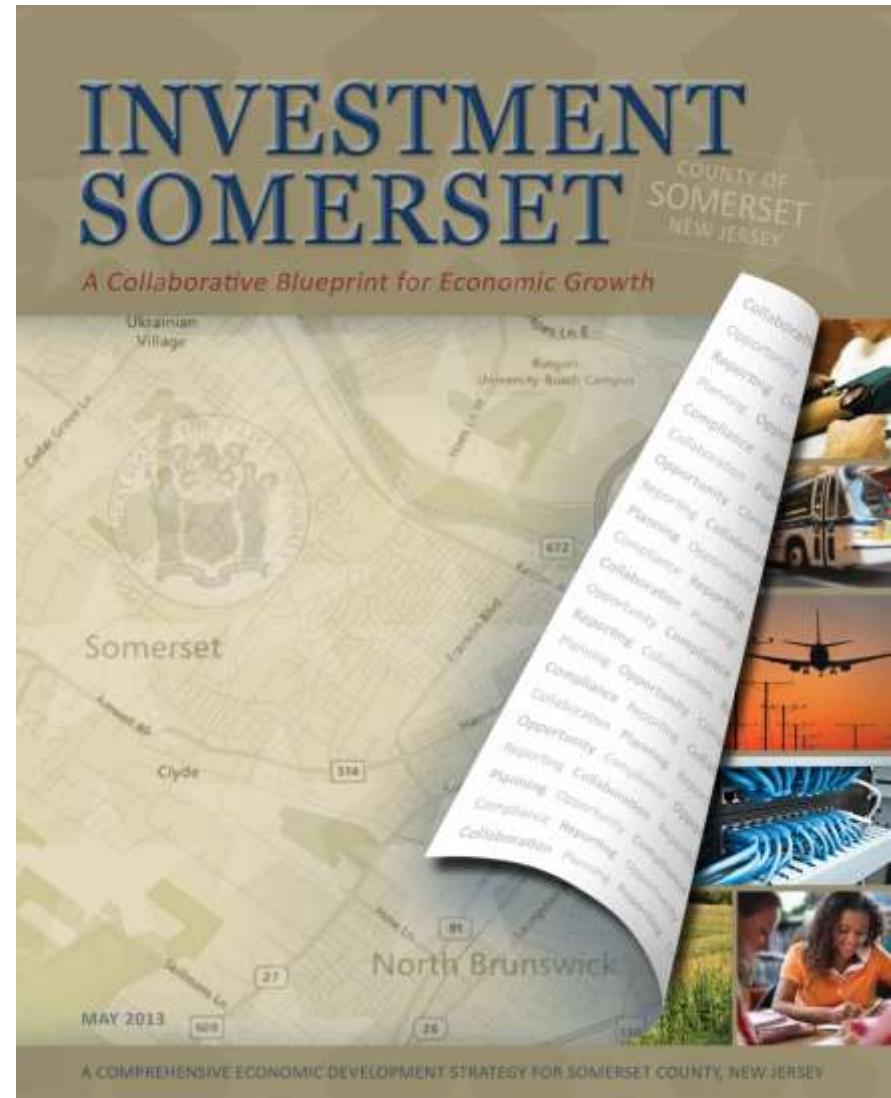
2 1 0 2 Miles

Prepared by Somerset County Planning Board  
February 2014



# COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

The Somerset County Comprehensive Economic Development Strategy was a joint effort with the Somerset County Business Partnership.



# ADVANCING THE SOMERSET COUNTY INVESTMENT FRAMEWORK

---

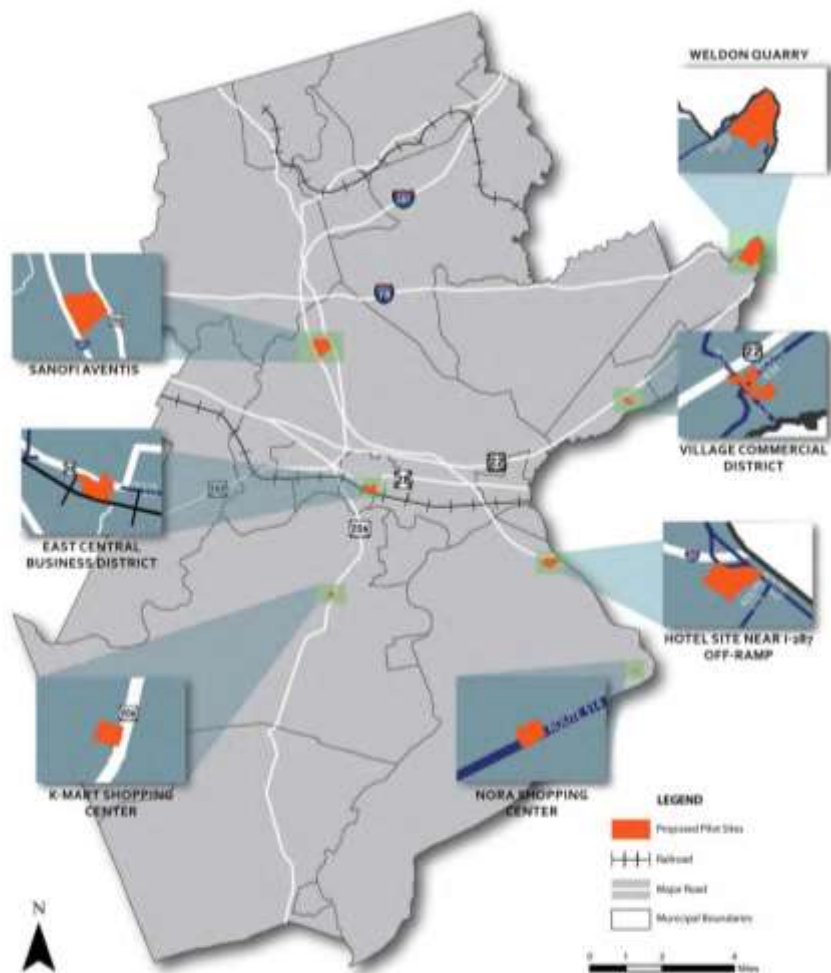
- **Supporting Priority Investment in Somerset County Through Access and Mobility Improvements**
- **Supporting Priority Investment in Somerset County**
  - Phase 1
  - Phase 2
  - Phase 3





# SUPPORTING PRIORITY INVESTMENT IN SOMERSET COUNTY THROUGH ACCESS AND MOBILITY IMPROVEMENTS

## SANOFI AVENTIS



### PREFERRED LAND USE SCENARIO

#### MIXED-USE/ SMART GROWTH

The size of the site renders it suitable for a large, campus style mixed-use development, including modest residential, retail, office, and hotel. This type of development promotes a variety of housing typologies and diverse retail and office uses. Office uses could be biotech or general office. A large retail component is not likely given the location and separation from the surrounding area. The site would include an enhanced, connected road network with safe access for pedestrians between residential and commercial uses. Surface parking lots would be discouraged in favor of on-street and structured parking. Housing may consist of both single- and multi-family residences, including semi-detached houses and townhouses in addition to upper-level apartments over commercial uses. The residences may include high-end rentals. Office spaces are to be designed to foster collaboration and interaction and offer a variety of employee amenities consistent with the mixed use and sustainability concepts. Buildings are designed and fit out in ways that encourage collaboration and creativity.

- 250 residential units (2-3 BR)
- 300,000-400,000 sf office/ research & development
- 250,000 sf retail
- 300-room hotel & conference facility
- two-level parking structures with 1,200 spaces
- 800-1,000 surface parking spaces

**Zoning I** permits a mix of office, research, laboratory, hotel/conference and residential uses, as well as ancillary retail space. Recreational amenities should be required. Structured parking should be permitted.

- Maximum building height: 50 feet/4 stories
- Maximum floor area ratio: 0.30
- Maximum floor area ratio for retail space: 0.05
- Maximum residential density: 3.3 units per acre (based on entire site)
- Maximum building coverage: no requirement
- Maximum lot coverage: 30%
- Minimum front yard: 200 feet
- Minimum side yard: 50 feet (one)/150 feet (combined)
- Minimum rear yard: 200 feet

#### Alternate Concept A:

(Existing Zoning) Office/Lab Campus

The SED Special Economic Development zone is designed to permit large single-use office and scientific facilities, including corporate campuses, research and development activities, and light manufacturing. Maximum build-out of the site would retain the existing structures with an extensive fit-out and adaptation to encourage a variety of complementary uses, including retail and food service where appropriate. While existing parking is adequate, the scale of the site may be appropriate for additional structured parking in place of surface lots, which presents cost concerns.

#### Constraints to Implementation:

Driveway access and capacity constraints at U.S. 206 limit overall development potential, constrains buildout and potential for significant expansion of the existing site proposed for Alternate Concept A.

#### Alternate Concept B:

High-Density Office/ Conference Center

The site is located directly between Interstate 97 and US-202/206, which is desirable for commuters. However, the site is located several miles north of the Township's existing commercial center, which may make large-scale retail use difficult. Redevelopment as a dense office and conference center with a diverse mix of complementary uses that serves on-site offices and activities could create a regional hub for business, research, and development. Modern office and laboratories in buildings up to 30 stories would be complimented by limited accessory retail uses. Certain existing buildings from the site could be retained and repurposed. No residential development is considered for the site.

#### Constraints to Implementation:

Driveway access and capacity constraints at U.S. 206 limit overall development potential, density increases, and significant expansion of the existing site proposed for Alternate Concept B.



# SUPPORTING PRIORITY INVESTMENT IN SOMERSET COUNTY: PHASE 1

---

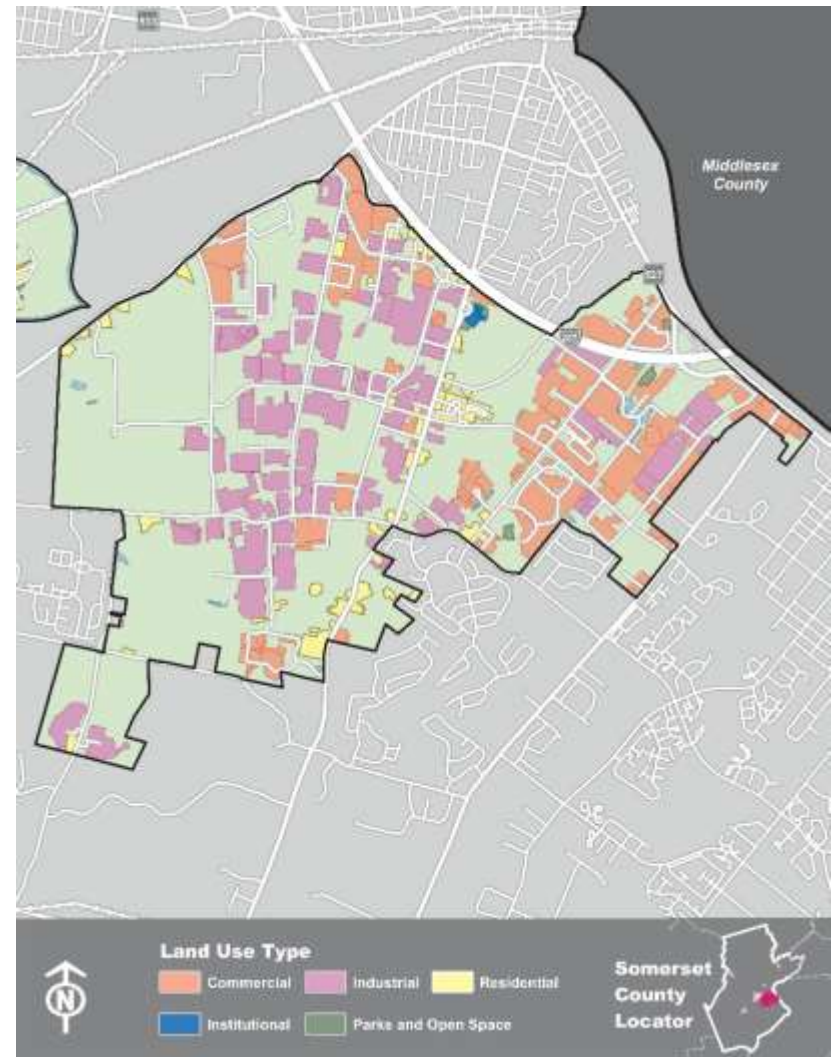
## ANALYSES PERFORMED:

- Socio-economic Analysis
- Improvement to Land Value Analysis
- Labor and Industry Analysis
- Business Inventory and Industry Cluster Analysis
- Real Estate Supply and Demand Analysis
- Transportation and Utility Infrastructure Analysis
- Baseline Conditions: Land Use
- Assessment of Land Use Policies & Workforce Housing
- Build-out Analysis



# SUPPORTING PRIORITY INVESTMENT IN SOMERSET COUNTY: PHASE 2

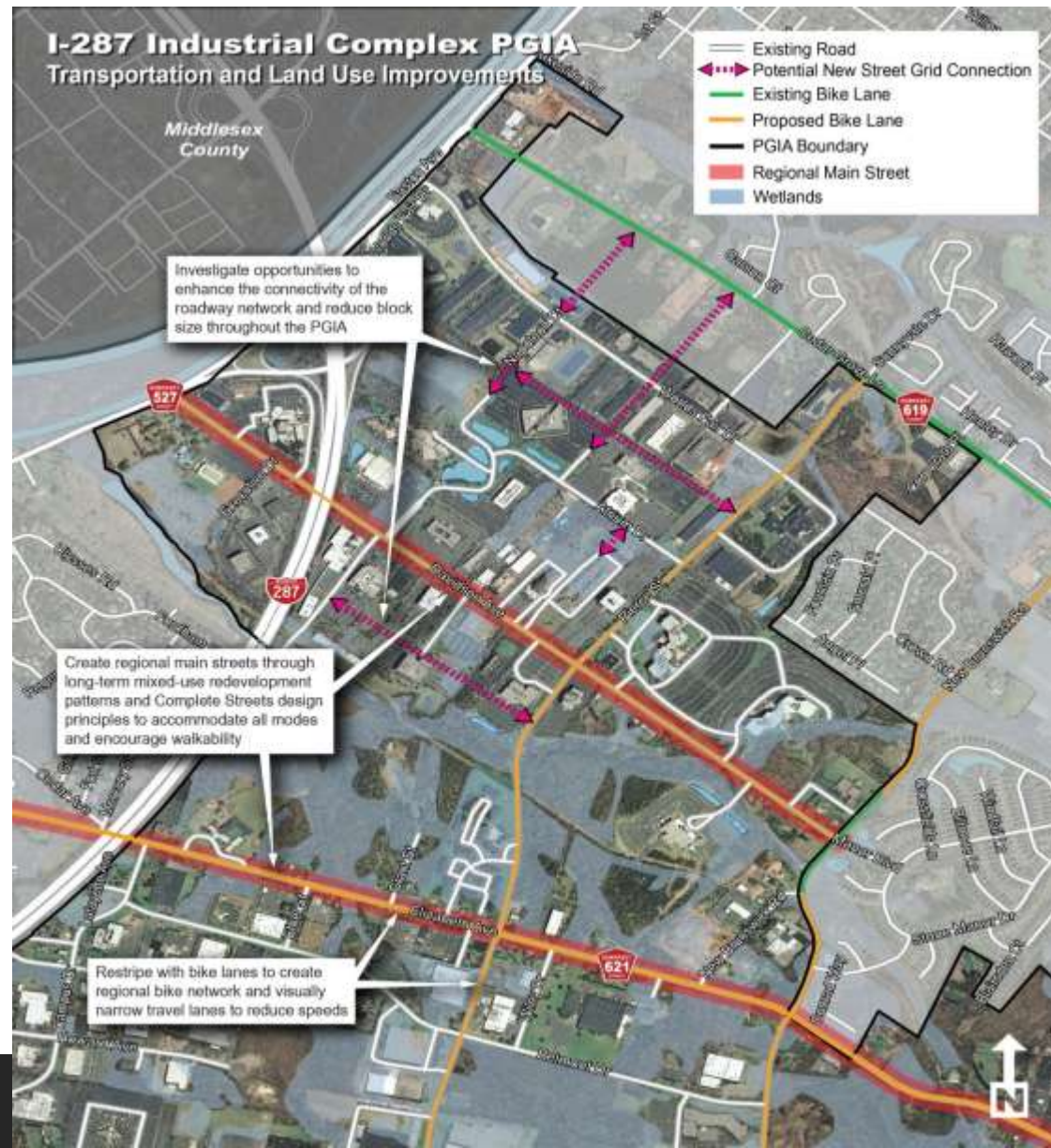
- **Franklin Township**
- **Size:** ~2,900 ac
- **Existing Uses:**
  - RESIDENTIAL, COMMERCIAL, RETAIL, INDUSTRIAL, HOTELS
- **Principal Roadways:**
  - I-287, COUNTY ROAD 621 (ELIZABETH AVE) COUNTY ROAD 619 (CEDAR GROVE LN), COUNTY ROAD 623 (WESTON CANAL RD), DAVIDSON AVE, PIERCE ST, SCHOOLHOUSE RD
- **Transit Facilities:**
  - SOMERSET COUNTY DASH & CAT





# I-287 INDUSTRIAL COMPLEX PGIA

- Proposed roadway network enhancements





# I-287 INDUSTRIAL COMPLEX PGIA

- Conceptual mixed-use development



## SUPPORTING PRIORITY INVESTMENT IN SOMERSET COUNTY: PHASE 3

---

**PURPOSE:** Continue the work of the Phase 2 Study to complete the analysis of the County's Priority Growth Investment Areas, Local Priority Areas and targeted growth areas.

**GOALS:** Analyze the remaining PGIAs, LPAs and other targeted growth areas and provide them with detailed market-driven land use scenarios that identify the supportive infrastructure and land use policy recommendations needed to achieve implementation.

- Funded by a \$340,000 Sub-regional Studies Program grant from the North Jersey Transportation Planning Authority.



# ADVANCING THE SOMERSET COUNTY INVESTMENT FRAMEWORK

---

**Have our efforts been successful? Yes!**

- **Resources and Information to Inform Local Decision Makers**
- **NJ Center of Excellence Project**
- **Municipal Master Plan and Zoning Ordinance Reviews and Updates**
- **Additional North Jersey Transportation Planning Authority Grants and Initiatives**
- **Strong Interest in Phase 3 Study**
- **Update of County Preservation Plans**

