



2019 MASTER PLAN REEXAMINATION REPORT FOR THE TOWNSHIP OF CRANBURY MIDDLESEX COUNTY, NEW JERSEY

PREPARED FOR THE CRANBURY TOWNSHIP PLANNING BOARD BY

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Planning & Real Estate Consultants

In association with

SHROPSHIRE ASSOCIATES LLC,

Traffic Consultants

Adopted November 7, 2019

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FOR THE TOWNSHIP OF CRANBURY
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**Prepared for
The Cranbury Township Planning Board**

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**In Association with
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CHAPTER I. INTRODUCTION

Under the Municipal Land Use Law (NJSA 40:55 89), at least every 10 years, or less time than that to the extent that a municipality wishes to review their land use and development policies and regulations, a general reexamination of a municipality's master plan and development regulations by the Planning Board is required. The reexamination report is required to state the following:

- a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- c. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The Township of Cranbury last adopted a full Master Plan on December 16, 2010 entitled *2010 Master Plan for the Township of Cranbury* prepared by Phillips Preiss Grygiel LLC. Subsequently, master plan amendment reports were prepared by Phillips Preiss Grygiel LLC and adopted in 2013 entitled *Route 130 Corridor: Amendment to the Land Use Element of the Master Plan for Cranbury Township* and in 2016 entitled *Highway Commercial (HC) and General Commercial (GC) Zones: Amendment to the Master Plan for Cranbury Township*.

The Township also adopted an “Amended Third Round Housing Element and Fair Share Plan for Cranbury, Middlesex County, New Jersey”, prepared by Clarke Caton Hintz on April 7, 2016. This Master Plan Reexamination reaffirms and incorporates the recommendations of the 2016 Amended Housing Element and Fair Share Plan in this report. The need now exists to reassess the Township’s last formally adopted Master Plan, together with the Township’s existing development regulations, in compliance with N.J.S.A. 40:55D-89. The reexamination is provided in the state-mandated format above.

It should be also be noted that Cranbury’s Reexamination of the Master Plan was directed and guided as a Master Plan Reexamination Subcommittee made up of two members each of the Township Committee (including the Mayor), the Planning Board and the Zoning Board, that met monthly throughout 2019. In the interest of soliciting feedback from residents, a community meeting was held in the Cranbury Community room, on April 25th, 2019, wherein residents participated in group discussions around seven topics/issues, the results of which are set forth in Appendix “A” of this report. These results were considered and incorporated into this Reexamination Report.

CHAPTER II. MAJOR PROBLEMS AND OBJECTIVES FROM THE 2010 MASTER PLAN

The New Jersey Municipal Land Use Law requires that all municipal Master Plans contain a statement of the goals, objectives, principles, assumptions, policies, and standards upon which a Master Plan is to be based. The individual Master Plan elements provide the means of implementing the established goals. The following outlines the major problems and objectives as set forth in the 2010 Master Plan.

Overriding Goals from 2010 Master Plan

1. Preservation of the Cranbury's rural character, including scenic views, country roads, open space, farmland, hedgerows and tree lines, barns, streams and ponds, and historic structures; and in Cranbury Village, a distinctive, well-preserved historic district, a compact development form, a mix of residential, commercial and civic land uses, a distinguishable border or "hard edge," a pedestrian orientation, and varied lot and building sizes.
2. Provide a sufficient ratable base to sustain Cranbury's fiscal and community needs in the long term, focused on the Route 130 Corridor and areas east of Route 130.

Problems and Objectives from the 2010 Master Plan

1. LAND USE

Problems

- (1) Revitalization of Rte. 130 Corridor is needed.
- (2) Existence of Cheney/Hagerty properties in deteriorating condition is an eyesore at a key gateway into Cranbury.
- (3) Accommodation of additional affordable housing in Cranbury will be challenging.

Objectives

The Land Use Plan in the 2010 Master Plan discussed four separate planning areas, each of which had different objectives.

a. Area West of Cranbury Village

- (1) Preserve farmland and maintain agricultural uses as viable industries.
- (2) Protect scenic vistas and preserve natural resources.

- (3) Minimize the visual and environmental impacts of new development.
- (4) Create and maintain identifiable neighborhoods that do not conflict with farm operations.
- (5) Establish a greenway network that provides linear open spaces connecting neighborhoods and community facilities, and facilitating passive recreational opportunities.
- (6) Prohibit utilities and institutional uses that compromise the integrity of Cranbury's agricultural area and which is incompatible with the land use and visual character of this area.

b. Cranbury Village

- (1) Preserve the historic Village character.
- (2) Maintain a "hard" Village edge.
- (3) Maintain the residential/commercial use mix within the Village.
- (4) Maintain the viability of commercial enterprises within the Village.
- (5) Maintain a walking village that provides pedestrian connections and linkages with adjacent residential areas.
- (6) Encourage development patterns that reflect the characteristics of Cranbury Village.
- (7) Allow for a greater variety of housing and shopping opportunities on the few remaining parcels of accessible vacant land in the Township.

c. Route 130 Corridor

- (1) Maintain the warehouse-office character of land on the east side of Route 130, but improve the image and visibility of the Route 130 highway commercial corridor.
- (2) Encourage larger properties in the HC Zone, GC Zone and PO/R District¹ with frontage along Route 130 to redevelop with a stronger retail focus, but not to the detriment of the Village's downtown.
- (3) Capitalize on economic opportunities from pass-by traffic on Route 130 to increase Cranbury's tax ratable base and improve the appearance of existing businesses along Route 130.
- (4) Provide for traffic improvements to ease traffic congestion on Route 130 and intersecting arterial and collector roads.

d. Area East of Route 130

¹ As suggested in the 2010 Master Plan the PO/R Professional Office/Residential zone was to be re-designated as two new districts, the M-C Community Mixed-Use district and the M-R Regional Mixed-Use district.

- (1) Maintain a strong non-residential ratable base.
- (2) Encourage a mix of uses in planned industrial parks, and allow for limited accessory retail uses associated with warehouse/office uses.
- (3) Establish use and bulk requirements which reflect the availability of infrastructure and recognize different environmental conditions, by allowing higher development intensity on unconstrained land and lower intensities on environmentally-constrained land.
- (4) Provide outdoor recreation opportunities and pedestrian improvements, including benches, sitting areas and courtyards.

2. COMMUNITY DESIGN

Problems

- (1) Poor image and visual quality of development within the HC and GC Zones along the Route 130 Corridor.
- (2) Poor image and visual quality with existing uses in the P/OR Zone, that is, the Kushner/Cheney/Hagerty properties.

Objectives

- (1) Continue to enforce design standards to ensure good visual quality and design for all land use categories.
- (2) Ensure that new development is visually and functionally compatible with the physical character of the Township, especially west of Route 130.
- (3) Improve the visual and physical appearance of nonresidential areas while protecting residential neighborhoods from encroachment by incompatible uses.
- (4) Ensure that all development west of Route 130 is designed to respect the architectural heritage of the Township.
- (5) Establish design standards which preserve the streetscapes of the Village and rural roads within the Township.

3. CIRCULATION

Problems

Problems related to roadways:

- (1) **U.S. Route 130:** Insufficient north-south capacity, and congestion at intersections with cross streets that provide access to east-west travel through Cranbury.
- (2) **Brickyard Road:** Narrowness and poor condition.
- (3) **Old Trenton Road:** Narrow cartway between Old Cranbury Road and South Main Street; high speed of vehicles traveling between South Main Street and Ancil Davison Road, and pedestrian crossings in this latter section of the roadway.
- (4) **Station Road:** High speed of travel between South Main and Hightstown-Cranbury Station Road; narrow cartway between Route 130 and Main Street; pedestrian crossing at Evans Drive.
- (5) **Half Acre Road:** Exclusive left hand turns needed at intersection and driveways along entire roadway. Acceleration/deceleration lanes needed at driveway intersections.
- (6) **Liberty Way:** Acceleration/deceleration lanes needed at driveways; lack of bridge over Cranbury Brook connecting northern and southern section of the roadway, such that it cannot function as the Route 130 bypass road for which it was designed and intended.
- (7) **Maplewood/Scott Avenue:** Narrow cartway and on-street parking constricts two-way traffic traveling between Route 130 and Main Street. Speed of traffic.

Problems relating to intersections

- (1) **U.S. Route 130/Brickyard Road:** Traffic waiting to enter the circle blocks entry onto Brickyard Road from Route 130; additional traffic volumes anticipated could worsen safety conditions; reconfiguration within the purview of NJDOT, not Cranbury.
- (2) **U.S. Route 130/Old Trenton Road:** Lack of a full movement intersection won't allow Liberty Way to function as a true bypass; worsening traffic at other Route 130 intersections.
- (3) **U.S. Route 130/Station Road:** Without completion of Liberty Way Bridge and Old Trenton Road full movement intersection, hundreds of conflicting movements would be added to this intersection, exacerbating already failing conditions (i.e., long delays).
- (4) **Station Road/Liberty Way:** Without bridge, additional conflicting turning versus through-movements; with bridge, significant south and northbound through-traffic.
- (5) **Half Acre Road/Liberty Way:** Without bridge, accommodating all conflicting movements envisioned to be through movements; with bridge, significant north and southbound movements.

- (6) **Station Road/Hightstown-Cranbury Station Road:** With the third 300,000 square foot building yet to be occupied within the Viridian (Cranbury Logistics Center) site, some increase in traffic volumes are expected; safety and traffic controls for adjacent railroad crossing should be addressed.

Problems relating to Pedestrian and Bike Paths

- (1) Lack of available parking on Main Street when Cranbury School lets out.
- (2) Current striped parking spaces are too long and an inefficient use of on-street parking spaces on Main Street.
- (3) Single narrow access to School/Municipal Building parking lot off Main Street, leading to congestion and potential safety concerns in emergency situations.

Problems relating to Pedestrian and Bike Paths

- (1) Lack of connections for pedestrians and cyclists to parks, neighborhoods and the downtown.

Objectives

- (1) Ensure adequate parking facilities for both residential and commercial uses in Cranbury Village, especially within the downtown and around the school.
- (2) Reduce through-traffic in Cranbury Village.
- (3) Provide a network of pedestrian paths within the Village area which link residential neighborhoods with community facilities and commercial areas.
- (4) Maintain or improve levels of service and improve traffic safety along the Route 130 Corridor by working with the State to implement improvements to remedy deficient intersections, and to build the bridge linking Liberty Way with Cranbury-South River Road, and to carry Liberty Way south to Route 130 in a configuration which will enable it to serve as a bypass for both northbound and southbound traffic.
- (5) Work with other communities in the region to promote transportation management strategies to reduce peak-hour trips from nonresidential development.
- (6) Match development growth potential with traffic improvements and roadway capacity.

4. CONSERVATION

Problems

- (1) Existence of acid-producing soils associated with Magothy, Merchantville and Woodbury formations have the potential to negatively impact water quality, if disturbed.
- (2) Flooding in various parts of Cranbury including along smaller streams and water bodies not delineated as flood hazard areas by FEMA.
- (3) Lack of protection of riparian corridors due to encroachment by development.
- (4) Drainage problems due to undersized culverts along the Cedar Brook and its tributaries.

Objectives

- (1) Provide a continuous network of open spaces along streams, scenic areas and critical environmental areas and connect with the open space network in Plainsboro.
- (2) Minimize the impacts of development on environmentally sensitive areas including wetlands, stream corridors and aquifer recharge areas.
- (3) Limit or prohibit development in critical environmental areas such as wetlands and stream corridors.
- (4) Encourage lot averaging or cluster development techniques which preserve natural amenities, farms, woodlands, scenic views and open space.
- (5) Require replacement plantings in areas of disturbance that reflect the natural vegetation in these areas.
- (6) Preserve and protect open space areas having scenic views and/or important historical, cultural or agricultural significance.
- (7) To preserve stands of mature trees to the maximum extent possible.

5. HISTORIC PRESERVATION

Problems

- (1) Lack of an updated inventory of historic sites, particularly outside of the historic district.
- (2) Lack of protection of historic scenic vistas on the west side of Cranbury in the farmland and open space area.

Objectives

- (1) Protect and preserve Cranbury's historic sites and districts to maintain the Township's unique rural character.

- (2) Protect the integrity of the Township's historic structures and the cultural setting in which they exist.
- (3) Encourage development patterns immediately adjacent to Cranbury Village that complement the character of the historic Village.

6. COMMUNITY FACILITIES

Problems

- (1) Lack of a separate library for the Township, apart from the Cranbury School library.
- (2) Storage space for the DPW is lacking.

Objectives

- (1) Review Township facilities for compliance with the requirements of the Americans with Disabilities Act (ADA) and make improvements where necessary.
- (2) Plan community facilities to accommodate anticipated future population growth.
- (3) Maintain appropriate emergency services for Township residents.
- (4) Identify and reserve a location for a new standalone library within the downtown, and the expansion of the existing school for future educational purposes.

7. ECONOMIC DEVELOPMENT

Problems

- (1) Downtown Cranbury is in need of revitalization.
- (2) Lack of opportunities for new retail development outside of downtown Cranbury, especially in the Highway Commercial and General Commercial zones along the Route 130 corridor.
- (3) Redevelopment within the P/OR district located along South Main Street/Old Trenton Road, and new development on the Kerzner parcel on Route 130.

Objectives

- (1) Promote non-residential development that is consistent with the natural capacity of the land and the availability of water and infrastructure to ensure the economic well-being of the Township.
- (2) Direct retail and service commercial development to appropriate locations within the Village and encourage redevelopment at appropriate locations along Route 130 so as to strengthen

its viability, to provide for the shopping needs of Cranbury residents and employees, and to generate additional tax ratables.

- (3) Increase the Township's non-residential ratable base by permitting a greater variety of retail uses along the Route 130 corridor and within the Township's professional office/residential district.
- (4) Increase development intensities in industrial zones and lower minimum lot sizes to encourage both expansion and smaller warehouse-office opportunities.
- (5) Streamline and simplify the Township's development approval process for small businesses and residents.

8. UTILITY SERVICES

Problems

- (1) Lack of pumping capacity in several of the Township-owned sanitary sewer pump stations.

Objectives

- (1) Encourage/require all new developments to locate utilities underground;
- (2) Coordinate the construction and installation of improvements to insure utility services are available when needed;
- (3) Protect the quality of Cranbury's groundwater resources, including the Potomac-Raritan-Magothy aquifer;
- (4) Reduce artificially induced flood damage to public health, life and property;
- (5) Minimize increased stormwater runoff from any new land development;
- (6) Maintain adequacy of existing and proposed culverts, bridges, dams and other related structures;
- (7) Promote groundwater recharge;
- (8) Decrease non-point source pollution, to the greatest extent feasible;
- (9) Maintain the integrity of existing drainage ways for their natural and ecological purposes;
- (10) Reduce soil loss and stream channel erosion resulting from impacts of development and regulate the quantity and quality of soil importation/exportation on all individual development parcels to minimize adverse environmental impacts;
- (11) Reduce soil and/or wind erosion resulting from development activities;

- (12) Reduce the levels of runoff pollution due to development activities which would otherwise degrade the quality of water and may render it unfit for human consumption and detrimental to biological life.

9. AGRICULTURAL PRESERVATION

Problems

None

Objectives

- (1) Maintain Cranbury Township's agricultural heritage through the preservation of large, contiguous areas of farmland.
- (2) Preserve the natural amenities that contribute to the Township's rural character, including scenic vistas, historic structures and farmland.
- (3) Protect and preserve environmentally sensitive areas.
- (4) Retain open space areas having important historical, cultural or locational significance.

10. RECYCLING

Problems

None

Objectives

- (1) Continue Cranbury's participation in Middlesex County's recycling program.
- (2) Encourage increased recycling efforts and, where possible, increase the types of waste or refuse that are recycled.

11. GREEN BUILDING AND ENVIRONMENTAL SUSTAINABILITY

Problems

- (1) Environmental Resource Inventory is outdated.

Objectives

- (1) Increase awareness of area residents and implement best practices for mitigating and adapting to global climate change.

- (2) Reduce the energy consumption and the carbon footprint of the Township-owned and managed properties and resources.
- (3) Encourage Sustainable Design and Construction in the Township.
- (4) Reduce the energy consumption and the carbon footprint of Township residents.
- (5) Encourage wind, solar and other renewable energy generating facilities to be located in Cranbury's industrial areas east of Route 130, but not within the preserved farmland area west of the Village.

CHAPTER III. EXTENT TO WHICH PROBLEMS AND OBJECTIVES HAVE BEEN INCREASED OR REDUCED

1. LAND USE

Problems

- While the Route 130 corridor through Cranbury has not seen a wholesale revitalization, there have been some positive developments. A few new retail establishments were added, including: Dunkin' Donuts; Penske Truck rental facility; the rehabilitation and addition to a small shopping center inclusive of the Italian Touch restaurant; a Hampton Inn hotel development (just completed); a small mixed use, retail/office/residential development just north of Cranbury Circle (Mobin), and the addition of a convenience store (7-Eleven) to the existing Valero gas station, also on the Circle. Cranbury Service Center left its former location on the Circle and relocated to a site on Hightstown-Cranbury Station Road. Although this site remains an eyesore, it is available for a potential new development. Also, two affordable housing projects, Applewood Court and the Willows/Birchwood, were added to the west side of Route 130.
- The derelict Cheney/Hagerty/Kushner site is being redeveloped with a very attractive, high-end, and mixed-use development consisting of 54 townhouses, almost 30,000 square feet of retail space, and 16 apartments above the retail.
- In terms of accommodating additional affordable housing, the two aforementioned 100% affordable housing projects have been or are in the process of being completed on Route 130. The Protinick Farm in the northwest corner of Cranbury has been rezoned for an age-restricted, small lot single-family development in exchange for a payment in lieu to fund Cranbury's Fair Share obligation. A few smaller single- or two-family unit projects and group homes have also been added. Feedback from residents at the Master Plan community meeting (4/25/19) indicated most residents are happy with Cranbury's image and recent development, especially the retention of a small town feel and preserved farmland and open space, but concerns were raised over the scale of warehouse development on the east side and the impact of truck traffic generated by the new developments – especially in the historic district in Cranbury. Residents also approved of the new affordable housing projects and of improvements in the downtown, although they felt downtown businesses were still struggling.

Objectives

a. Area West of Cranbury Village

As noted in the 2010 Master Plan, western Cranbury has been designated as the Township's Farmland Preservation Area, and land use in this area primarily consists of preserved and qualified farmland and open space. The objective of preserving the area west of the Village as farmland and open space continues to be achieved. An ordinance to protect scenic vistas was drafted as per recommendations in the 2010 Master Plan, though the draft ordinance has not yet been adopted. In 2016, a new Environmental Resources Inventory (ERI) was prepared, and in 2011 the Township adopted a protection ordinance for stream corridors as required by the NJ Department of Environment Protection (NJDEP). In addition, zoning regulations were amended since the 2010 Master Plan to prohibit utilities and institutional uses in the A-100 and R-LI Districts. In 2019, two ordinance amendments were adopted to allow necessary utilities in the A-100 and R-LI districts, and to define provisions to limit the impact of utility service boxes on the visual character in all districts, inclusive of the A-100 and R-LI Districts. Toll Brothers has recently filed an application for site plan approval for an age-restricted small lot senior development on the Protinick farm. The rezoning of that property was mandated by the Middlesex County as part of the Township's settlement with Fair Share Housing Center, despite the fact that Cranbury was able to meet its full affordable housing obligation, and over the strong objectives of the Township Committee. Aside from Protinick, virtually no further subdivisions or addition of residential development has occurred in this part of Cranbury. A temple for JET USA was approved on a secluded property just south of Dey Road, but has not been constructed. No other major changes or new development have been proposed or approved. Although the proposed scenic vista protection ordinance has not been adopted, the largely rural/agricultural image of this portion of Cranbury has remained intact. Farming operations continue unabated. The establishment of a greenway network along the stream corridors in this part of Cranbury has been difficult to implement, since many of the residential property owners and farmers who own the land with stream frontage along the proposed Greenway are opposed to providing public access to the stream frontage on their properties.

b. Cranbury Village

A new Township library will be added to the Village, at the terminus of Park Place West. The Township approved a plan for an attractive farm-like building and site layout which is designed to reflect the site's location at the transition point between the Village and the farmland

preservation area. The library is expected to receive financial funding from the State and be constructed within the next few years.

Aside from the library, no major developments have occurred within the Village. A former bank located at 38 North Main Street was repurposed as a retail store and a single family home built on a portion of the bank's parking lot opposite the Princeton Ballet School. Molto Bene restaurant replaced the Blue Rooster on Main Street and another restaurant opened in its place. Gil & Bert's ice cream window was expanded and remains a popular venue in the summer. A few other stores changed tenants, but no other new developments have occurred within the downtown. The downtown has benefited from sidewalk improvements and the addition of bumpouts to facilitate pedestrian crossings as well as better demarcation of parking spaces – a project undertaken with grant funds from the State. In general, the Village's historic mixed-use image remains intact.

The Historic Preservation Commission (HPC) continues to actively review all development applications affecting the historic Cranbury Village to ensure the historic integrity of new developments, renovations, and alterations to existing historic buildings and sites. The Township has maintained a "hard" Village edge by refusing to entertain development applications outside the Village that were proposing to alter the hard edge or to transition to farmland and open spaces in the western part of the Township. A new mixed-use development, High Point, was recently approved in the Village after the Township declared the site an area in need of redevelopment. The development will provide 54 townhouse units and approximately 30,000 square feet of ground-floor retail with 16 apartments on the upper floors.

c. Route 130 Corridor

As described above (under "problems"), some new developments here occurred along the Route 130 corridor, mostly servicing regional retail and affordable housing needs, as opposed to those which primarily serve Cranbury residents and employees. However, the soon-to-be constructed retail developments on the former Cheney/Hagerty/Kushner site will help to fulfill those needs.

The Township has reviewed all projects to ensure strict adherence to the design requirements of the LDO. The zoning and planning efforts completed since the 2010 Master Plan have spurred new development that has improved the tax ratable base in the Township and brought economic viability and stability to the Route 130 corridor. Several commercial developments have been approved, constructed, or are under construction in the HC Zone and GC Zone

along Route 130 after the approval of two zoning amendments in 2013 and 2016 that increased the number and variety of retail uses permitted in these districts. The new developments include a Dunkin' Donuts, a Penske Truck Rental facility, and a convenience store at the Valero gas station located south of Cranbury Circle. The Township has also approved several multi-family developments with affordable housing along Route 130 as part of the Township's Housing Element and Fair Share Plan (HEFSP). The Applewood Court Apartments development was completed in 2015 and is located on the west side of Route 130, the Willows at Cranbury and Birchwood at Cranbury projects are now under construction. A small mixed-use development was recently approved at the northwest corner of Route 130 and South Main Street.

Intersection improvements along the Route 130 corridor, most notably the Liberty Way connection to Route 130 near Old Trenton Road and the widening and improvements at the Route 130/Station Road and Half Acre Road intersections have helped to ease some congestion. However, increases in regional traffic, and truck traffic generated by new warehouse development east of Route 130, will continue to generate the need for further widenings and improvements. (This is more fully described in the Circulation Section.)

d. Area East of Route 130

Since the 2010 Master Plan, the Township amended the use and bulk standards for warehouse district located east of Route 130 to allow for smaller lot development and increased permitted height in recognition of the technological needs of modern warehouse uses. For all approved warehouse developments along the Route 130 corridor, the Township has approved attractive landscaping and pedestrian amenities, including walking paths and benches.

Perhaps the area of Cranbury that has seen the greatest change and amount of new development is the warehouse/industrial area east of Route 130. Driven by e-commerce and a rebounding economy following the recession in 2007/2008, a number of large warehouse developments have occurred including: (1) The Viridian (now known as the Cranbury Logistics Center) development, located north of Brickyard Road, just west of the Turnpike consisting of three buildings and totaling 2.7 million square feet of warehouse space, one building includes an Amazon fulfillment center and another a Wayfair warehouse; the smallest, a 300,000 square foot building, is yet to be constructed; (2) Alfieri's Station Park, with two buildings totaling 1.2 million square feet of warehouse space, both of which are tenanted by Wayfair; (3) three buildings on Half Acre Road totaling 2.9 million square feet, two of which are approved and one which is under construction, one of which will be tenanted by Wayfair and the other

by Crate & Barrel; (4) Cranbury Corporate Park, where a four-story vacant former office building was demolished by the Sudler Company to make way for two ±400,000 square foot warehouse buildings, both constructed, and one which is occupied by W.B. Mason; (5) a new 600,000 square foot warehouse building and refurbishment of another existing 800,000 square foot warehouse, both for Home Depot on Station Road; (6) site plan approval for another two warehouse buildings totaling 2.5 million square feet known as Cranbury-South Brunswick Park has just been granted on a site located on the South Brunswick border between Route 130 and Cranbury South River Road.

Other smaller office developments include: Compass at Cranbury, a three-story, 20,000 square foot development; a mixed-use development located at Dey Road/South River Road consisting of office and retail uses; and other miscellaneous developments east of Route 130 have been approved.

Finally, since the adoption of the Master Plan in 2010, a number of “heavier” industrial uses have all undergone refurbishment of existing older buildings south of Brickyard Road, on Hightstown-Cranbury Station Road, including Landscape Maintenance, Cranbury Service Center, ZHP Plant Food, and Rahway Steel Drum.

2. COMMUNITY DESIGN

Problems

Following its adoption in 2010, design guidelines set forth in the 2010 Master Plan were added to the Cranbury Land Development Ordinance, calling for a higher quality of site layouts and architectural design. These include design standards to address building orientation, materials, massing, landscaping, walking paths, lighting, drainage, and signage to maintain a high level of quality in these areas. These were applied to a number of applications for development, including Dunkin Donuts and the Penske Truck rental facility, which represent an improved design over what was permitted in the past. Combined with the attractively designed Hampton Inn (which has a driveway and sign along Route 130), Applewood Court, Willows and Birchwood projects, the visual quality of Route 130 is being improved. There are still areas where the visual image needs to be greatly improved, particularly the areas in the vicinity of Cranbury Circle and around the Half Acre Road intersection. Unless the property owners make applications for expansions or redevelopment, this area is unlikely to be improved. However, there may be a series of actions that the Township can take to spur redevelopment.

One of the most successful outcomes of the 2010 Master Plan was the demolition of the derelict and obsolescent buildings located on the Cheney and Hagerty parcels at South Main and Old Trenton Road in the PO/R zone. Combined with the vacant Kushner property, they are being redeveloped with a very attractive, traditionally designed mixed-use development known as the High Point Project. Also, the balance of the Schroeder property, formerly in the P/OR zone and located across Old Trenton Road from High Point, is to be subdivided and developed with nine detached single-family homes on smaller lots, known as the Enclave. Traditional design has also been mandated for these new homes. Residents' views of Cranbury's image and the aesthetic quality of new developments expressed at the community meeting in April were generally positive, including the new High Point development and recent warehouse development, although concerns about density were expressed. The sidewalk/bumpout improvements in the downtown were favorably reviewed, as was Barn Park and new trails through the Pin Oaks and Reinhardt properties. The image of the former Cranbury Service Center site is one of an eyesore that the residents felt needed to be addressed.

Objectives

With respect to other development projects in Cranbury, adherence to the high standards of site and architectural design has continued to be followed since 2010. This has been especially true of all of the new warehouse developments located east of Route 130. The same can be said of the new affordable housing projects in Cranbury, especially the Willows and Birchwood projects. One objective which is yet to be implemented, is the adoption of the Scenic Vista overlay zoning which would enhance protections of scenic views of farmland and open space west of the Village. The Township is going to have to work with the neighboring communities as well as the County and State DOT in regard to managing this problem in the future.

3. CIRCULATION

In general, traffic conditions in Cranbury have deteriorated since the Master Plan was adopted in 2010. Concerns relating to noise, congestion, increasing traffic on local streets and greater truck traffic from warehouse developments were cited as concerns at April's community meeting. Increasing traffic in general, and truck traffic in particular, are a result of growth not just in Cranbury, but in the region generally. The Township is going to have to work with neighboring communities and the County and State Departments of Transportation in regard to improvements and management of traffic in the future.

Problems relating to roadways

- (1) **U.S. Route 130:** North-south capacity has not been increased, but intersection improvements at Half Acre Road and Station Road have helped to alleviate some delays in turning movements. At the same time future traffic conditions are expected to worsen as new warehouse developments come on line and regional traffic increases.
- (2) **Brickyard Road:** Cranbury received two grants totaling \$1,570,200 from the New Jersey Department of Transportation (NJDOT), a grant of \$425,000 from the developers of the Cranbury Logistics Center, and a grant of \$87,840 from New Jersey American Water to rebuild and widen Brickyard Road.
- (3) **Hightstown-Cranbury Station Road:** Improvements were made to Hightstown-Cranbury Station Road related to the Amazon-Way Fair development to the south. However the roadway remains narrow and has no shoulder. Increased truck traffic due to warehouse development would benefit from way-finding signs to direct to/from the warehouse.
- (4) **Old Trenton Road:** The intersection with South Main has been widened and vastly improved as part of the off-site improvements related to the High Point redevelopment project.
- (5) **Station Road:** Intersection improvements at Route 130 and widening along the Cranbury Station Park project has increased its capacity, and thereby alleviated some delays in turning movements. Improvements were made to Station Road at its intersection with Cranbury Station Road related to the Amazon-Wayfair development to the south. The speed limit along Station Road west of Route 130 was lowered in the residential area.
- (6) **Half Acre Road:** Intersection and driveway widening and improvements along Half Acre Road have begun and are slated to continue as a result of approvals related to the Half Acre Park development. The roadway improvements include widening of the roadway to provide center left-turn lanes and right-turn lanes at intersections and driveways.
- (7) **Liberty Way:** The portion of Liberty Way connecting Station Road and Route 130 has been completed as part of Cranbury Station Park, but not in line with Old Trenton Road as recommended in the 2010 Master Plan because of the presence of wetlands that the NJDEP would not permit to be filled. As a result, the intersection, only operates as a right-turn-in, right-turn-out intersection not a full, four-way intersection. This substantially limits its effectiveness as a bypass of traffic on Route 130. There is only a small chance that the Liberty Way Bridge will be built in the near term due to environmental constraints and the expense of the project. The Township should continue to seek support from the surrounding communities for the construction of the Liberty Way Bridge as a solution to regional traffic congestion. In the past

other communities have expressed support for the Liberty Way Bridge and an important part of completing the Liberty Way By-Pass from Old Trenton to South River Road.

- (8) **Plainsboro Road:** There have been calls from some residents to widen the roadway, and perhaps to add sidewalks and bike lanes. (The same arguments have been made regarding Cranbury Neck Road and Petty Road). However, per the 2010 Master Plan, the Township is opposed to doing so. First, the current narrow roadway is a traffic-calming mechanism, which causes traffic to travel more slowly and cautiously. Widening the roadway would likely just increase the volume and speed of traffic. Second, such an improvement is not consistent with the goal of retaining the agricultural/rural open space character of the western side of Cranbury. Third, the widening of the roadway would be cost prohibitive and not provide benefits commensurate with such costs. The same considerations would apply to other roadways in this part of Cranbury, including Cranbury Neck Road and Petty Road. With regard to adding bike lanes to existing roads in the Township to make it a more bicycle-friendly community, Old Trenton Road is wide and has traffic shoulders that would be suitable for striping as a designated bike route in Cranbury.
- (9) **Maplewood/Scott Avenue:** There is no available remedy for the narrow cartway. There are no plans to restrict parking where it is presently permitted on both sides of the street.

Problems related to intersections

- (1) **U.S. Route 130/Brickyard Road:** Cranbury received two grants totaling \$1,570,200 from the New Jersey Department of Transportation (NJDOT), a contribution of \$425,000 from the developers of the Cranbury Logistics Center, and a contribution of \$87,840 from New Jersey American Water to rebuild and widen Brickyard Road. NJDOT is studying improvement alternatives including the possibility of replacing the circle with a four-way traffic light controlled intersection, a very complex and expensive undertaking, that would be years in the making.
- (2) **U.S. Route 130/Old Trenton Road:** Since the Liberty Way intersection with Route 130 was not located opposite Old Trenton Road, (because of the presence of wetlands that the NJDEP would not permit to be filled) the opportunity to create a full four way intersection has not been realized. Right-of-Way was made available for the connection to Route 130 at Old Trenton Road should future conditions allow for a path to the traffic signal at Old Trenton Road.
- (3) **U.S. Route 130/Station Road:** As indicated above, widening and improvements to this intersection have been made. This intersection is considered to be built-out so that only major capacity improvements such as widening of Route 130 (not planned) would result in operational improvements.

- (4) **U.S. Route 130/Half Acre Road:** Past widening and improvements to this intersection have been made. This intersection is considered to be built-out so that only major capacity improvements such as widening of Route 130 (not planned) would result in operational improvements.
- (5) **Station Road/Liberty Way:** This intersection has been widened and improved. However, this intersection should be monitored and may require future signalization should traffic volumes increase in the absence of the construction of the Liberty Way Bridge and the absence of a four intersection of Liberty Way with Old Trenton Road.
- (6) **Half Acre Road/Liberty Way:** Intersection improvements, including a new traffic signal, have been approved and will be implemented soon as part of the Half Acre Park project.
- (7) **South River Road/Liberty Way:** This intersection has had no recent improvements. This intersection should be monitored and may require future signalization should traffic volumes increase as would be expected if the Liberty Way Bridge were constructed and/or connection of the southern end of Liberty Way were to be extended to the Route 130 and Old Trenton Road signal.
- (8) **Brickyard Road/Hightstown – Cranbury Station Road:** Brickyard Road will be improved as noted above. This intersection should be reviewed for addition of turning lanes and widening to accommodate truck movements.
- (9) **Station Road/Hightstown – Cranbury Station Road:** This intersection has been widened and improved and now includes a new traffic signal as part of the Cranbury Logistics Service (Viridian) project.

Problems related to parking, pedestrians and bike paths

While the supply of on-street spaces on Main Street has not been increased, the Township was able to secure the rights for the public use of 10 off-street spaces on the former bank property that was redeveloped for a single family home and retail store (the “Sweetwater” project). The sidewalk/bumpout improvements along Main Street in the downtown provided for a more efficient demarcation and use of on-street spaces, and shorter and safer pedestrian crossings of Main Street. Cranbury should make sure that all sidewalks in the Township are maintained in good repair in the future. No other pedestrian or bike path improvements have been undertaken in the Township. Presently, there is only a single means of access from Main Street to the Town Hall and Cranbury School complex which carries a substantial amount of traffic. The current driveway from Main Street is narrow. For both safety reasons, and to provide the greater convenience, the 2010 Master Plan recommended that a secondary means of access be explored. One such alternative that has been

proposed is to provide access via Park Place by extending the roadway or driveway through the new library's proposed driveway and parking lot to connect to the parking lot of the Town Hall/Cranbury School Complex.

Objective

Cranbury seems to be managing with the supply of both on- and off-street parking throughout the Township, both in regard to public facilities and private developments. While the volumes of traffic have increased on roadways throughout Cranbury, including some of the east-west roads that facilitate regional traffic, conditions have not reached a point where delays are significant. As indicated above, while intersection improvements and widening of roads and driveways along Station Road, Half Acre Road, Liberty Way and a portion of Hightstown-Cranbury Station Road have been undertaken (or are approved) so as to maintain and/or improve level of services, the failure to make Liberty Way a true Route 130 bypass between Old Trenton Road and Exit 8A of the Turnpike, is likely to result in congestion and delays along all of Route 130 within Cranbury. Cranbury has attempted to work with other communities to fund and implement the Liberty Way Bridge and the reconfiguration of the Cranbury Circle, but such efforts have not received much traction.

At the community meeting in April 2019, residents comments regarding traffic also centered mostly on the impact of truck traffic generated by new warehouse developments on the east side, increased volumes of through traffic on east-west roads, and traffic issues related to Cranbury circle. Trucks parked on roadways waiting for warehouses to open and to receive them were also of concern, as were trucks losing their way and traveling on local streets, especially on Station Road and Old Cranbury Road.

4. CONSERVATION

Problems

Although residents at the community meeting in April 2019 did express some concerns about the noise and other environmental impacts of increasing truck traffic in the Township, they did not express serious concerns regarding the enforcement of current regulations which protect the natural environment in Cranbury. Cranbury, like many New Jersey communities, face challenges in protecting the natural environment, and in reversing the efforts of past practices which have led to contamination of land, air and water. Dredging of Brainerd Lake was mentioned several times, although residents may not have been aware that such dredging has been planned to occur in 2020. The Township Boards and Commissions continue to review new development applications for compliance with the standards of the Local Development Ordinance (LDO). The Environmental Commission (EC) continues to actively review development applications, and one EC member serves on each of the

Development Review Committee (DRC) and the Planning Board to ensure minimal environmental impacts from development in preservation areas.

Objectives

The Township has continued to maintain a network of open space that connects the Village to outside open space resources. While laudatory, Cranbury has not been able to implement plans for a greenway to connect open spaces along streams and scenic and critical environmental areas because of opposition from both residential property owners and farmers who own property along such waterways. In 2011, Cranbury adopted a Riparian Zone Ordinance in place of the stream conservation corridor overlay zone that was recommended in the 2010 Master Plan. The ordinance designated riparian zones and provided land use regulation to protect the natural features in these zones. Through this ordinance, the Township has strengthened its emphasis on the protection of critical environmental areas, wetlands, and stream corridors during the review of development applications. In addition, a lot averaging option was added to the R-LI District in 2011 to ensure protection of these valuable environmental resources. The 2010 Master Plan recommended the adoption of a “Net-out of Resources/Site Capacity Calculations,” but this is no longer necessary since its objectives were achieved by other means. In 2016, the Cranbury Environmental Commission updated its Environmental Resources Inventory (ERI) to “objectively identify and describe the natural resources, cultural conditions, and environmental features within the Township,” and which was a recommendation of the 2010 Master Plan.

In all development applications, adherence to limitations within critical environmental areas and measures to protect them from development impacts have been implemented and enforced. Limiting tree removal and replanting lost trees has also been implemented. A scenic corridor overlay zoning ordinance was prepared, but has not been adopted.

5. HISTORIC PRESERVATION

Problems

An updated inventory of historic sites was completed by the HPC in September 2017 and again in September 2018. As indicated previously, the scenic vistas of Cranbury’s preserved farmland and open space are still vulnerable to change because the scenic vistas overlay zoning has not yet been adopted.

Objectives

The Historic Preservation Commission (HPC) has continued its excellent work in helping to protect and preserve historic buildings and sites in Cranbury, especially with respect to renovations and

additions within the downtown historic district. Further, the two major new developments within the Village, but outside of the historic district – High Point and the Enclave – incorporated design guidelines and designs which are complementary and harmonious with vernacular historic residential designs within the Village.

6. COMMUNITY FACILITIES

Problems

A site for the new library was selected at the terminus of Park Place, close to the downtown, and a short walk from Town Hall and the Cranbury School. The Township has approved a site plan and architectural plans for a new library building which has a historically-inspired and farm-like architectural design. Funds have been raised, but the Library Foundation is awaiting State funding before going ahead with construction. The Township has also indicated that it would provide the necessary funding to construct the library should the State funds not be forthcoming or fall short of what is required to construct the library. Additional storage space for the DPW has been added.

Feedback from residents at April's community meeting regarding community facilities and service were overwhelmingly positive. Response times and adequacy of emergency (first aid) services were mentioned, although the response time for the Cranbury First Aid Squad is lower than the median for rescue squads in Middlesex County. The adequacy of senior service programs was identified as a concern.

Objectives

Cranbury's community facilities and services have kept pace with the growth and demand of the residents and businesses, and the single largest identified need – for a new library – will be addressed when the library is built in next few years.

7. ECONOMIC DEVELOPMENT

Problems

Cranbury has benefitted substantially from economic development, especially from a fiscal viewpoint, from all of the new warehouse developments in the Township. New retail developments along Route 130 and an additional $\pm 30,000$ square feet of new retail space which is to be constructed in the near future in the High Point project, are positive signs of economic development in the Township. High Point especially will be able to provide local shopping opportunities that are no longer being provided in the downtown.

Residents' view of economic development as expressed at the April community meeting were also positive, with a recognition that revenues from new development are being well spent. Property taxes, a major concern in most municipalities throughout New Jersey, were not cited as being of a concern in Cranbury.

Objectives

Many of the 2010 Master Plan's objectives for economic development have been achieved: development intensity in Cranbury's warehouse and industrial development have been increased, but not in a manner which is beyond the land's natural capacity and with sufficient water, sewer and other infrastructure to support it. Regulations relating to the types of retail uses permitted along Route 130 and other areas outside of the downtown have been expanded. The amendments included the 2013 Route 130 Corridor amendments to the Master Plan's land use element and the 2016 amendment to the zoning regulations of the Highway Commercial (HC) and General Commercial (GC) Zones. A significant number of nonresidential projects have been approved, are completed, or are under construction, and these projects have strengthened tax ratables in the Township. In each case, the Township completed a careful review of the development applications to ensure that critical natural environmental features would be preserved and protected, and that all necessary infrastructure including roadways would be improved to accommodate the impacts of development. The following non-residential development have been approved along Route 130 and South River Road corridors:

- A Hampton Inn and a daycare were approved at 101 South River Road. The hotel has been completed, but the daycare is not yet under construction.
- Application from ADJ Land Developers, LLC were approved to revitalize the site of a small shopping center located east of the intersection of South River Road and Route 130. The development includes an Enterprise rental car business, a veterinarian office, doggy daycare, restaurant, and a residential apartment on the second floor of the building above the rental car business.
- Zinna's Bistro was expanded in the HC Zone just north of the intersection of South River Road and Route 130.
- A new Dunkin' Donuts was completed on an island parcel north of the intersection of Route 130 and South River Road after receiving a variance for a drive-thru.
- The Zoning Board of Adjustment approved a mixed-use development proposed by Mobin Management Group at the intersection of Route 130 and South Main Street and north of Cranbury Circle. The development is proposed to include office and possibly retail space as well on the ground floor and residential apartments on upper floors.

- A Penske truck rental business was approved east of Route 130 and south of Half Acre Road on an eight-acre site that formerly contained industrial buildings, a single-family residence, and open space.
- The Cranbury Service Center, an auto repair shop, moved from Cranbury Circle in the GC Zone to Hightstown-Cranbury Station Road, leaving the original site vacant and in need of cleanup and redevelopment.

Cranbury's development approval process has been streamlined through changes to the Land Development Ordinance in 2018. The amendment permitted the DRC to review and approve certain minor subdivision and site plan applications, which reduced the time needed for applications to be deemed complete so that developers could more quickly submit and receive feedback on their applications.

Cranbury's ratable base has increased substantially since 2010, and revenue needed in the future for preserving farmland and open space, adding new affordable housing, and keeping up with demands for upgrading facilities and services appears to be available.

8. UTILITY SERVICES

Problems

The spillway (dam) of Brainerd Lake was reconstructed in 2013-2014. Improvements included both the spillway on the lake side as well as the discharge on the other side of South Main Street. A cantilevered walkway was also constructed on the eastern (lake) side of the South Main Street. In the fall of 2018, the County of Middlesex began a project to replace the South Main Street culvert which was not functioning adequately because of structural issues. The improvement was completed in the summer of 2019.

With regard to pump station upgrades and improvements, the following has been undertaken:

1. The Half Acre Road Pump Station has undergone significant repairs, including pump and grinder replacement in 2017.
2. The Four Seasons Pump Station is currently being upgraded with new, larger pumps and a grinder. It should be back on line shortly.
3. Most, if not all of the pump stations in the Township have undergone maintenance or repairs on an annual basis.
4. There are no publically-owned pump stations currently anticipated or major upgrades planned in the near future. There are a couple private stations on the horizon including one for the Toll

Brothers development (on the Protinick property) and a potential warehouse project on Halsey Reed Road.

Objectives

Cranbury has continued to meet its utility needs. Most significant was an extension of sewer services to area that heretofore had not been served by public sewer and water, namely the Cranbury Logistics Center (Viridian) development east of Route 130. In response to a request from the residents along Petty Road, Mayor Taylor wrote a letter to New Jersey American Water (NJAW) to request that water service be extended to that neighborhood. NJAW responded that there is a water main that runs from Dey Road to 22 Petty Road. It would cost \$2 million to extend that main to Plainsboro Road. NJAW said that cannot justify extending the water main at that cost at this time. All new development is required to locate utilities underground, and the Township Engineer has coordinated the construction and installation of utility services consistent with approved plans. The Township enforces all stormwater quality elements required in its ordinances to protect groundwater resources, and it enforces its impervious coverage limitations to reduce stormwater runoff and ensure that developments are only approved when the rate of runoff would be reduced after construction. In addition, the Township Engineer reviews the condition of all existing culverts, bridges, and storm detention basins to ensure their adequate operation. The Planning Board and Zoning Board of Adjustment only approve new developments that adhere to strict requirements related to stormwater management.

Since the 2010 Master Plan, Cranbury has implemented new measures to improve groundwater and drainage conditions. The Township has encouraged the use of more sustainable stormwater infrastructure such as bioretention basins to increase groundwater recharge, and it has adopted new stream corridor protection measures to maintain the integrity of existing drainage ways for their natural and ecological purposes.

Soil erosion protection and soil movement regulations in Cranbury have been enacted to limit the amount of soil exported from or imported to individual development sites. When such importation is necessary, the Township requires the completion of a series of tests to ensure that only clean fill is utilized. Cranbury ordinances also include measures to protect soil loss through wind and water erosion during and after construction.

9. AGRICULTURAL PRESERVATION

Problems

Additional farmland parcels have been preserved, such as the Reinhardt property acquisition. Generally, the level of agricultural activity in Cranbury has remained stable and no major farms have been subdivided or developed for residential or other uses. However, pressure from the Middlesex County court in regard to the provision of Cranbury's affordable housing obligations in 2016 has led to the overlay zoning and possible development of the Protinick farm for a regressive low-density, single-family detached senior housing subdivision. Residents at the community meeting in April expressed their appreciation and continued support for Cranbury's agricultural preservation efforts.

Objectives

Cranbury has maintained agricultural preservation as a core policy since the 2010 Master Plan. Preservation of large tracts of farmland and open space has continued in Cranbury over the past 10 years, as has the preservation of historic structures and environmentally sensitive areas. The Township has continued to prioritize the protection of large, contiguous areas of farmland to preserve the Township's agricultural heritage. Cranbury requires that all larger development applications prepare Environmental Impact Statements (EISs) and, where necessary, add conditions and implement measures to reduce the impact of development on environmentally sensitive areas, such as wetlands, floodplains, etc. In addition, a scenic corridor ordinance to protect views of farmland and open space was drafted based upon recommendations from the 2010 Master Plan, though it has not yet been adopted.

10. RECYCLING

No major problems have been reported, and the recycling program appears to be operating efficiently. One comment at the community meeting was a request for the recycling center to remain open on evenings and weekends for those residents who work.

11. GREEN BUILDING AND ENVIRONMENTAL SUSTAINABILITY

Since the 2010 Master Plan, an alternative energy ordinance was prepared to encourage wind, solar, and other renewable energy generating facilities in the Township. However, the ordinance has not yet been adopted, and many other green building and sustainability objectives have not been completed. In 2013, the Green Team Advisory Committee earned Bronze level certification for Cranbury through the Sustainable Jersey program. They were recertified at the Bronze level in 2016 and again in 2019. The Cranbury EC is also working on initiatives (as outlined in Chapter V) to achieve a silver level of certification in the future. In 2012, through the Sustainable Jersey program, Cranbury adopted a Sustainable Land Use Pledge resolution to publicly affirm the Township's support of sustainable, smart growth land use policies. The Township completed a Municipal Energy Audit in April of 2008, but has not undertaken another one since then. An Environmental Resources Inventory

was completed in 2016 through a Sustainable Jersey grant from the PSEG Foundation. Cranbury's Environmental Commission has formulated several initiatives to increase Township efforts in this regard which are detailed in the Chapter V of this report. Resident's comments at the community meeting indicated support for such efforts.

CHAPTER IV. SIGNIFICANT CHANGES IN ASSUMPTIONS, PROBLEMS, OBJECTIVES, AND POLICIES FROM THE 2010 MASTER PLAN

The assumptions policies and objectives of the 2010 Master Plan remain substantially the same in 2019 as they were in 2010. There have not been any significant changes in the direction or overall goals and objectives of Cranbury in the past 10 years, although there are a few recommendations from the prior master plan which have not yet been adopted.

The list below reflects only marginal and incremental changes as reflected from events which have occurred in the past 10 years, or resulting from comments expressed at the community meeting in April of 2019.

1. **Accessory Structures for Single Family Homes:** There is a need to amend the regulations relating to the bulk requirements (setbacks, height, etc.) of accessory structures for single family residential zones in Cranbury. Current regulations require the same bulk requirements for accessory structures as principal structures, which has led the need for numerous variances. In 2019, some amendments were introduced but not adopted. Cranbury could revisit and address this issue in the near future.
2. **Cranbury Station Hamlet:** Residents of the Cranbury Station Hamlet expressed concerns over the impact of development from surrounding warehouse developments and have called for the hamlet to be recognized for its historic value. Cranbury should determine whether the hamlet should be designated as an historic district to aid in its protection and preservation.

3. **Traffic Impacts of Warehouse Redevelopment:** Although Cranbury anticipated and planned for substantial warehouse development, going back to the 1990's, and planned to deal with such traffic by building the Liberty Way bypass road, a series of unforeseen circumstances have inhibited such improvements from being as effective as anticipated. The first is the environmental and financial constraints related to completing Liberty Way with a four-way intersection at Old Trenton Road and the crossing of Cranbury Brook by building a bridge. The second is the intensity of truck and vehicular traffic associated with high-volume modern warehouse operations, which are more labor and traffic intensive than was anticipated. Although Cranbury has no further opportunity for major warehouse development in the future, alternative means of accommodating traffic generated will have to be sought, including widening and improving Brickyard Road and working with the NJDEP on transforming Cranbury Circle into a traffic controlled intersection. Since there is only a small chance of the Liberty Way Bridge being constructed, traffic from warehouses located on Half Acre Road and north should be oriented toward Exit 8A and traffic from warehouses located on Station Road and south should be oriented toward Exit 8. Improvements to the roadway system should be made to further this goal. Additionally, it would be extremely helpful if the Township worked with the County and State to provide additional wayfinding signs to major warehouse tenants so that trucks do not lose their way and travel on local streets.
4. **Former Cranbury Service Center:** Redevelopment, including a clean-up of this eyesore at a key gateway into Cranbury, has been stymied by NJDOT's insistence that \$2 million in contributions to off-site traffic improvements must be made by the redeveloper of the site. A more financially realistic solution will have to be found to facilitate redevelopment of this site.
5. **Outdoor Storage/Landscaping Business:** Several business ventures have expressed an interest in establishing landscaping businesses in Cranbury, and they, plus others have expressed a desire to be able to store products outdoors. No changes to Cranbury's Land Use Regulations have been made in regard to this. Applicants for these types of business will have to continue to seek variances for such businesses and uses in the future.
6. **Industrial Zoning:** The area of Cranbury south of Brickyard Road along Cranbury Hightstown Road, has become home to several industrial operations of a more heavy nature than found elsewhere in Cranbury, including: Mid-State, a concrete slab manufacturing facility; ZHP Plant Food, a fertilizer manufacturing and bagging facility; Landscape Maintenance, a landscaping business; Cranbury Service Center, a towing and repair facility for larger trucks and vehicles;

and Rahway Steel Drum, an industrial container fabricator/refurbisher. Variances had to be sought in all cases because Cranbury's current light industrial zoning does not permit such uses. Cranbury has no intention of amending their land use regulations to permit such uses as-of-right in the future.

7. **Off-Street Parking in Downtown Cranbury:** Virtually no new business in downtown Cranbury will be able to increase their supply of off-street parking, as called for by Cranbury's current regulations. The need to seek variances have inhibited several proposed business ventures from going forward. Amendments to Cranbury's parking requirements in the VC Village Commercial Zone (essentially to recognize that the off-street parking requirements cannot be met) could be considered as a means to assist such businesses. The continued viability of the downtown as a retail as well as residential/governmental center of the Village, could be enhanced by such changes.
8. **Route 130 Reclassification:** In 2016/2017 Cranbury sought to have the southern portion of Route 130's State Highway Access Code be reclassified (the area between the Cranbury circle and Station Road) to allow for direct access off Route 130 even in circumstances where access from local roads was also available. The "application" by Cranbury has languished in the Office of Smart Growth at the State, owing to changes in that office following Governor Murphy's election. Cranbury should decide whether pursuing such change is worthwhile in assisting with the redevelopment of underutilized parcels along Route 130 in that part of Cranbury.
9. **Greater Inclusivity and Transparency:** Over the years Cranbury has gone above and beyond the requirements of public notice in regard to applications for development or Master Plans or Redevelopment Plans. Informal meetings, such as the community meeting on this Master Plan Reexamination held in April 2019, is an example of this. However, some residents have expressed concerns that many projects or initiatives are adopted without adequate transparency and inclusivity. All projects considered by the Planning Board and Zoning Board appear on their agendas, which are published on the Township website in advance. Ordinances adopted by the Township Committee must be voted on twice, so they appear on two Township Committee agendas.

While the focus above has been on changes in assumptions and policies that have occurred in the past 10 years, this Reexamination Report also recognizes that the majority of recommendations set forth in Chapter 14 of the 2010 Master Plan (a summary of all the recommendation contained with the Master Plan), have been adopted. The list below indicates which have been adopted and those which have not.

SUMMARY OF PROGRESS MADE TOWARDS IMPLEMENTATION OF 2010 MASTER PLAN RECOMMENDATIONS

(See Chapter 14 of 2010 Master Plan)²

A. 2010 Recommendations	Progress
(1) Rewrite HC Highway Commercial/GC General Commercial Regulations	Done. Amendments adopted.
(2) Rewrite PO/R Zone Regulations	Done. High Point Redevelopment Plan and Site Plan and Enclave Subdivision approved in place of PO/R Zone Regulations.
(3) Revised Sign Regulations	Partially complete. Comprehensive overhaul still required.
(4) Scale of Single Family Homes	Informally considered but not adopted by council.
(5) Berms/Landscaping in Industrial Zones	Revised regulations adopted.
(6) Stream Corridor Zoning	Amendments proposed. However State mandated regulations were adopted.
(7) Net-Out Resources/Site Capacity Calculations	Other ordinance adjustments obviated need for amendments.
(8) Amend Definitions of Historic Buffer	Not adopted. New set of amendments recommended in this report. (See Chapter V)
(9) Protect Scenic Vistas	Amendments drafted, but not adopted.
(10) Expand Retail Opportunities Outside VC Zone	Implemented in HC/GC zones and in High Point Redevelopment Plan.
(11) Permit Lower Density/Empty Nester MF Housing	Implemented. Several projects – High Point, Birchwood, proposed Protinick farm rezoning and redevelopment.

² Recommendations and implementation of circulation improvements were too detailed to be include above. These are set forth in Chapter III of this report.

(12) Allow Smaller Lot Sizes in I Zones	Zoning amendment adopted.
(13) Encourage Solar and Wind Energy Facilities in I-Zones	Alternative energy ordinance drafted but not adopted.
(14) Streamline Application/Approval Process	Ordinance Amendments adopted to streamline approval process.
(15) Expand Retail Opportunities	Accomplished. HC, GC zones.
(16) Revised PO/R Zone	Accomplished. High Point Redevelopment project and Enclave Subdivision approved after zoning changes to PO/R district.
(17) Increase FAR/Coverage in I Zones	Accomplished by amendments and through other means.
(18) Adopt Lot Averaging Provision in R-LI Zone	Adopted by ordinance amendments.
(19) Off-Tract Traffic Improvement Fund	Not implemented.
(20) Update Environmental Resource Inventory	Updated in 2016.
(21) Update Inventory of Historic Resources	Updated in 2017.
(22) Confirm Protection of Barn Park	Accomplished. Barns relocated and reconstructed in Barn Park.
(23) Enforce Stormwater/Flood Hazard Regulations	Enforced in all development applications.
(24) Reserve a Site for Future New Library	Site plan for new library adopted; awaiting funds to start construction.
(25) Find a Site for New DPW Storage Barn	Additional Storage for DPW has been provided.
B. 2010 Recommendations: Policy Items	Progress
(1) Committee on Revitalization of Main Street	Accomplished.

(2) Encourage Volunteering for Fire Dept.	Encourage, but volunteerism is still declining.
(3) Support Farmland Preservation	Continued. Additional parcels preserved.
(4) Encourage Backyard Composting	Encouraged by Environmental Commission.
(5) Encourage Homeowners to Use Grass Clippings	Encouraged by Environmental Commission.
(6) Participate in Sustainable NJ Certification Process	Bronze level certification achieved.
(7) Brochures/Ad Campaign on Sustainability	Not undertaken yet.
(8) Make Municipal Operations More Sustainable	Some actions undertaken; (e.g., energy audit) others not.

CHAPTER V. RECOMMENDED CHANGES TO THE MASTER PLAN AND DEVELOPMENT REGULATIONS

Based upon the changes to assumptions, policies and objectives discussed in Chapter IV, as well as the ongoing planning issues discussed in Chapter III, a number of changes to the Cranbury Master Plan and Land Development Regulations are recommended. Amendments to the Township's Land Development Regulations, stemming from both the master plan itself as well as a comprehensive review and update of these regulations, should be prepared for adoption.

1. GOALS AND OBJECTIVES

This Master Plan Reexamination reaffirms all of the goals and objectives of 2010 Master Plan (which are set forth in this Reexamination Report in Chapter II), with the exception of the following goals and objectives which have been achieved.

- (a) The Cheney/Hagerty/Kushner property has been redeveloped and is no longer an eyesore.
- (b) Restriping parking spaces on Main Street have been undertaken which provides for more efficient on-street parking.
- (c) A riparian corridor ordinance has been adopted to protect Cranbury's streams and waterbodies.
- (d) The inventory of historic sites and district was updated in March 2016.
- (e) A site for the new library has been selected site plan approval has been obtained.
- (f) Additional storage space for DPW provided through the construction of a pole barn on Township property.
- (g) Opportunities for further retail development outside of downtown Cranbury have been provided as detailed in Chapter III of this report.
- (h) Redevelopment in former P/OR district (the Cheney/Hagerty/Kushner property and the Schroeder property) have been approved and the former is under construction.
- (i) The variety of retail uses permitted along Route 130 corridor and P/OR district have also been achieved, as documented in Chapter III.
- (j) Amendments to the Cranbury LDO have been adopted which help to streamline the development approval process.
- (k) The Environmental Resource Inventory was updated in 2016.

2. LAND USE

1. Amend bulk regulations for accessory structures for single family homes.

In residential zones, the current Land Development Ordinance requires that accessory building – which include detached garages, barns, gazebos, etc. – conform to the same bulk requirements as principal structures, that is, single family homes. Most communities in New Jersey have separate requirements which are less stringent with respect to setbacks (they can be closer to rear and side yards), but are more stringent when it comes to height (typically only one story), placement (only in a rear and side yard, and in regard to size. The same with respect to in ground swimming pools. Although a draft ordinance was prepared to amend such regulations in 2019, there was no consensus on exactly what should be amended and how. The Reexamination endorses an effort to reconsider amending such regulations in the future.

2. Investigate whether former Cranbury Service Center site should be designated as an area in need of redevelopment.

The Cranbury Service Center obtained a use variance and site plan approval to move its operations to a site on Cranbury-Hightstown Station Road, which is a much more suitable location for such operations. The former site, located north of Brickyard Road on the circle remains an eyesore and has neither been sufficiently cleaned up nor redeveloped. The Township should investigate whether the site should be designated as an “area in need of redevelopment” under the Local Redevelopment and Housing Law, to allow for the site to be redeveloped.

3. Amend off-street parking requirements in Village Commercial Zone in Cranbury.

As described in detail in Chapter IV, the inability of businesses to meet the off-street parking requirements in the Village Commercial Zone should be recognized, obviating the need for them to seek parking variances which has inhibited retenancy and new business ventures in the downtown.

4. Review Cranbury’s regulations relating to security fencing in Warehouse/Industrial districts (type, material, color, screening, setbacks, etc.).

Developments in Cranbury’s Warehouse/Industrial area routinely seek variance for security fencing, which are most often granted. However, no regulations related to their location, type, material etc. are set forth in the ordinance. Consideration should be given to adding such regulations to the Cranbury Land Development Ordinance.

5. Miscellaneous revisions to the Cranbury Land Development Ordinance.

From time-to-time, changes in technology, engineering, architecture and development practices call for the need to either add or amend certain regulations in the Land Development Ordinance. A recent example of this were regulations relating to the above-ground utility structures, such as “hot boxes”, required by New Jersey American Water Company, which have been cropping up throughout Cranbury’s warehouse area. Amendments were adopted to regulate the location, size, screening etc. This Reexamination report recognizes and encourages Cranbury to continue to amend and adopt such miscellaneous regulations in the future. Cranbury might also consider reorganizing and restructuring its Land Development Ordinance to make it more user friendly and increase accuracy in evaluating compliance of development application with such regulations.

6. Retention of current zoning east of the New Jersey Turnpike.

Residents of Cranbury Station Hamlet and their neighbors have indicated that the zoning of the last remaining vacant parcel that is developable (the Summit Associates 14 acre property) be rezoned from warehouse/industrial to residential. Cranbury has considered this change, including in relationship to the prior 2010 Master Plan, the prior second and third round Housing Element and Fair Share Plans, and has come to the same conclusion in every case. A residential development in this location would leave it isolated and distant from the existing established residential areas within the Village, distant from the Cranbury School, and from other community facilities and services, and itself surrounded by warehouse development in Cranbury. Rather than solve any problems related to a conflict of land uses, such development would exacerbate such problems. The historic Cranbury Station hamlet is located within the V/HR Village Hamlet Residential Zone, which recognizes its existence, and its potential historic designation would afford an additional level of protection. It is notable that all Cranbury’s Industrial zones call for substantial building and parking setbacks from property lines, with requirements for significant buffering and screening which would to a large extent ameliorate potential impacts from the future development of this parcel. As such this Master Plan Reexamination reaffirms the current zoning east of the New Jersey Turnpike.

3. COMMUNITY DESIGN

1. A Comprehensive review of sign regulations in the LDO.

Currently, Cranbury's signage regulations are located in different sections of the LDO; some are located in the site plan design standards, others in the section dealing with signage alone, and others in the district regulations. The regulations are at times contradictory or duplicative; at other times, standards are omitted. A comprehensive review is needed. Such regulations ought to be located in one section of the LDO so as to reduce the chances that they are overlooked or misinterpreted.

2. Review and supplement bulk and design controls for single-family uses to prevent knockdowns and McMansions.

One of the recommendations of the 2010 Master Plan which has not been implemented is the adoption of regulations to prevent knockdowns and the building of McMansions – single family homes that are so oversized in comparison to their neighbors as to diminish the character of established neighborhoods. There has been renewed concerns and interest in adopting appropriate but reasonable requirements in this regard, which should be undertaken in the near future.

3. Where appropriate, include Shade Tree Commission in review of development applications.

The Shade Tree Commission is charged with advising the Township with respect to the maintenance of ornamental trees and shrubs along streets and in public places, and making general recommendations as to the planting of shade trees in the Township in general. The Shade Tree Commission should review applications for development that impact shade trees along streets and in public places and in other applications, where appropriate.

4. CIRCULATION

There are a series of traffic circulation improvements that are going to be required if traffic congestion in Cranbury is going to be controlled and mitigated. The Township should undertake an investigation of making the following improvements subject to legal, environmental and financial constraints.

1. Brickyard Road

To the extent feasible as indicated above, improve to the following standards:

- a. Widen the right-of-way to 60 feet.

- b. Widen the cartway to 34 and provide for additional widening at intersections and driveways for turn lanes and acceleration/deceleration lanes.
- c. Widen lanes to 12 feet with a 5 feet shoulder stripe, and a double yellow centerline.
- d. Relocate ditches out of road way clear zone or, where not possible, provide guiderails.
- e. Install way-finding signs for the large warehouses tenants.
- f. Relocate utility poles for roadway widening.
- g. Provide street lighting at intersections, driveways and bends.
- h. Install wayfinding signs from the traffic circle to major warehouse tenants.

2. Hightstown-Cranbury Station Road

To the extent feasible as indicated above, improve to the following standards south of the New Jersey Turnpike:

- a. Widen the right-of-way 60 feet.
- b. Widen the cartway to 34 feet and provide for additional widening at intersections and driveways for turn lanes and acceleration/deceleration lanes.
- c. Widen lanes to 12 feet with a 5 foot shoulder stripe, and a double yellow centerline.
- d. Install way-finding sings for the large warehouses tenants.
- e. Relocate utility poles for roadway widening.

3. Liberty Way

To the extent feasible as indicated above, improve as follows:

- a. Consider alternate alignments for Liberty Way Bridge to reduce impacts.
- b. Connect Liberty Way with traffic signal at Route 130 & Old Trenton Road in coordination with NJDEP.
- c. Install way-finding signs at decision points.
- d. At the southern section of Liberty Way, connecting from Route 130, add a sign which indicates "To Station Road".
- e. Determine the need for a traffic signal at the intersection of Station Road and Liberty Way, and establish fair share contributions for such signal improvements.
- f. Determine the need for traffic signal at intersection of South River Road and Liberty Way and establish fair share contributions for such signal improvements.
- g. Red-time pending traffic signal at Half Acre Road and Liberty Way to coordinate with possible signal near Liberty Way Bridge, as needed.
- h. Transfer jurisdiction of Liberty Way to Middlesex County if the Liberty Way/Bridge is built and extended from Old Trenton Road (CR 685) to South River Road (CR 535).

4. **Half-Acre Road**

To the extent feasible as indicated above, improve as follows:

- a. Install way-finding signs at decision points, directing motorists to connect to Exit 8A via Liberty Way instead of Route 130.
- b. Monitor traffic volumes and levels of service after warehouse development are fully constructed and seventy five percent (75%) occupied.
- c. Widen the roadway with left-turn storage lanes and acceleration/decelerations lanes to accommodate redevelopment.
- d. Relocate utility poles for roadway widening.
- e. Install wayfinding signs from Route 130 to major warehouse tenants.

5. **Old Trenton Road**

- a. Monitor and enforce the speed limit.
- b. Determine whether left turn lanes are needed at busy intersections, and add pedestrian crossings at such intersections.
- c. Work with the County on striping designated bike lanes on the shoulders of this wide roadway.

6. **South and North Main Street**

- a. Consider the addition of flashing pedestrian signals at midblock crosswalks.
- b. Monitor and enforce the speed limit.

7. **Other**

Consider the efficacy and feasibility of undertaking the preparation of the following:

- a. A comprehensive bicycle and pedestrian/walkability plan that would help to connect residential neighborhoods, and make public parks and open spaces more accessible by bike or on foot.
- b. A Safe Routes to School Program.
- c. A Complete Streets Program.
- d. A comprehensive wayfinding sign program from entry points into Cranbury to major warehouse tenants.

5. **CONSERVATION**

- a. Revise the Conservation Element for consistency with the updated 2016 Environmental Resource Inventory (ERI) in next Comprehensive Master Plan.

- b. Cranbury's Stormwater Management Regulations were last adopted in July 21, 2005 in accordance with the State's requirements. The Township should consider amending the reporting requirements for detention basins and facilities maintenance owned by private entities.
- c. Continue to enforce stormwater and flood hazard regulations.
- d. Compile an inventory and map all current conservation easements throughout Cranbury Township.

6. HISTORIC PRESERVATION

1. Designate additional properties for historic preservation and amend the current Historic District buffer.

The Cranbury Historic Preservation Commission (HPC) has proposed that some additional properties adjacent to Cranbury's current historic district be added to the district. The Commission has also proposed that the boundaries of the Historic District buffer be amended in a manner which is more equitable and functional, that is, to incorporate only these properties adjacent to the Historic District which are visible from the street, most notably from Main Street. The Township should work with the HPC on both proposed amendments which could be advantageous both to property owners as well as the goal of preserving the historic integrity of the downtown Cranbury historic district. The Township and the HPC could also consider designating individual properties outside of the district as historic sites, worthy of preservation. Such an effort may also require amendments to the Code to require review and the granting of certificates of appropriateness for renovations or alterations to historic structures as well.

2. Consider adding Cranbury Station Hamlet as an Historic District and subject to review by HPC. At the community meeting in April 2019, a contingent of residents of the hamlet and those in the surrounding area, indicated that the hamlet area was indeed historic. As a means to protect and preserve this historic resource, the Township should work with the HPC to determine whether the hamlet should be designated as an historic district similar to the downtown historic district in Cranbury.
3. The Historic Preservation Commission has also made the following recommendations, which are endorsed in this Reexamination Report:

- a. Continue to support renovations and adaptive reuse of barns at Barn Park. (This is appropriate, bearing in mind that Barn Park is a fairly small property and may only be able to accommodate one or two more additional barns).
- b. Support the relocation of historic buildings instead of demolition
- c. Apply for preservation grants using Certified Local Government (CLG) status.
- d. Partner with Cranbury Historic and Preservation Society and non-profits on preservation funding, education, coordination, and administration.
- e. Determine whether the design guidelines in Township Code (Chapter 93) should be updated to take into consideration renewable energy resources per the Secretary of Interior's *Standards for the Treatment of Historic Properties*.

7. COMMUNITY FACILITIES

The following are recommended with respect to community facilities and services in Cranbury:

- a. Continue to support construction of new Township library.
- b. Continue to encourage residents to volunteer for the Cranbury Fire Department.
- c. Evaluate the adequacy of senior services programming based on the anticipated increase in senior population (from such projects as the Birchwood at Cranbury, and the Protinick Farms subdivision).

8. ECONOMIC DEVELOPMENT

No additional or new recommendations are proposed since all recommendations from 2010 Master Plan have been achieved.

9. UTILITY SERVICES

The following is recommended:

- a. Update the Stormwater Master Plan to incorporate changes to the NJDEP Best Management Practice (BMP) manual.

10. AGRICULTURAL PRESERVATION

The following is recommended:

- a. Update the list of properties which have been added to the preserved farmland list since 2010 (that is, the Reinhardt and Kurek properties).

- b. The Open Space & Recreation Plan was adopted in 2007 and is out-of-date. An updated Open Space & Recreation Plan should be undertaken in the near future.
- c. Continue to protect scenic vistas through encouraging lot average subdivisions (versus conventional subdivisions), acquisition of key farmland and open space parcels, and participation in the New Jersey Farmland Preservation Program.
- d. Adopt the proposed Scenic Vista Ordinance.
- e. Continue to work with the Middlesex County Agriculture Development Board (ADB) to preserve farms on the Target Farm List.

11. GREEN BUILDING AND ENVIRONMENTAL SUSTAINABILITY

This Master Plan Reexamination Report endorses the following actions be undertaken by the Environmental Commission:

- 1. Green Building
 - a. Assess the feasibility of Silver level certification through Sustainable Jersey. (If not, reapply for Bronze level certification).
 - b. Asses the feasibility of adopting a Water Conservation Ordinance.
 - c. Asses the feasibility of developing a program to reduce energy consumption and carbon emissions.
 - d. Assess the feasibility of replacing CFL (fluorescent) bulbs with LED bulbs in municipal facilities.
- 2. Alternative Energy measures to be assessed by the Environmental Commission:
 - a. Adopting the drafted alternative energy ordinance to encourage solar and wind energy facilities in industrial zones.
 - b. Forming a new Sustainability/Alternative Energy Workgroup within the EC to review Municipal Energy Audit and promote energy initiatives.
 - c. Developing and maintaining list of renewable energy projects completed in Cranbury.
 - d. Encouraging warehouses to retrofit roofs with solar panels.
- 3. Electric Vehicle initiative to be assessed by the Environmental Commission:
 - a. Amending the zoning ordinance to permit Electric Vehicle Supply Equipment (EV charging stations) as accessory uses in appropriate zones.
 - b. Adopting a Plug-in Electric Vehicle (PEV) ordinance which includes regulation and design standards for EV charging stations, parking spaces, and installation design guidelines.
 - c. Hosting educational workshops on EV's.

4. Food-related initiative, to be assessed by the Environmental Commission:
 - a. The feasibility of developing a “Buy Local” program, including marketing.
5. Public Education initiative to be assessed by the Environmental Commission:
 - a. Conducting an ongoing educational campaign on sustainability.
 - b. Establishing an aquaponics program and water filter station at schools.
 - c. Update goals of “Green Challenge Program” on water conservation, energy efficiency, and carbon emissions. Obtain pledges from 2.5% of citizens.
 - d. Developing a Community-Led Solar Initiative, including outreach and education.
 - e. Providing sustainability section on Township website with digital brochures on rebate programs, recycling etc.

12. RECYCLING

- a. The policy of encouraging backyard composting is affirmed.
- b. The policy of encouraging residents to not bag and dispose of grass clippings is also affirmed.

CHAPTER VI. RECOMMENDATIONS RELATED TO REDEVELOPMENT PLANS

Since the 2010 Master Plan was adopted, Cranbury Township has adopted two Redevelopment Plans.

The first was for the Cheney/Hagerty/Kushner properties located to the southwest of the intersection of South Main Street and Old Trenton Road. Following designation of this parcel as an Area in Need of Redevelopment, the Township adopted a Redevelopment Plan in 2016, which it amended in 2017. Site plan approval was granted for Phase 1 in 2017. In early 2019, amended site plan approval for Phase I and site plan approval for Phase II were granted. Construction of the townhouses and mixed-use retail project is underway.

The second Redevelopment Plan was adopted by the Township for the Former Paul's Auto site on Route 130 to facilitate the redevelopment of the site for 24 affordable multi-family units and 66 senior affordable units (the Willows and Birchwood at Cranbury), both of which are under construction.

No further recommendations are suggested for either of these two Redevelopment Areas in Cranbury in the Reexamination Report.

APPENDIX "A"

**RESULTS OF GROUP DISCUSSIONS AT CRANBURY COMMUNITY MEETING ON THE 2019
MASTER PLAN REEXAMINATION HELD ON**

APRIL 25TH, 2019

QUESTION 1. CRANBURY'S IMAGE

Group 1.

1. Historic preservation is important, something visitor's notice.
2. The Township is not overly developed.
3. With one school, everyone knows one another, (most children can walk to school); it offers a quality education.
4. Downtown is alive, but businesses are struggling.
5. Farms are important to Cranbury's image.
6. The community is more diverse now than before.

Group 2.

1. It's a desirable town, fiscally responsible
2. Land and historic preservation are important.
3. The Cranbury School and ability to send kids to Princeton H.S. contribute to its positive image.
4. Development is controlled, with residential to the west, warehouses to the east.
5. A downside of the east/west imbalances is that truck traffic is funneled on to local roads in Cranbury and Monroe.
6. Cranbury's reputation amongst developers is that it is hard to develop, and a notion that Cranbury is shutting its doors to them.

Group 3.

1. Nice historic downtown, with a small-town feeling.
2. Community is more diverse.
3. Need to attract visitors; more events and the new library may help with that.
4. There is a concern that the marijuana dispensary may have hurt its image.

Group 4.

1. Historic, small town, with farmland and lots of open space.
2. Consensus is that the scale of warehouse development is tipping the balance with residential development, which is endangering that image.

Group 5.

1. Small-town feel, historic, very positive.
2. Last 20 years has not change that image; historic preservation in particular has helped Cranbury retain that image.

Group 6.

1. Group would like to maintain small-town image, historic charm and expand farmland preservation.

Group 7.

1. Industry has eroded Cranbury's historic charm, particularly the area east of Route 130.
2. Would like the Master Plan to recognize the historic Cranbury Station to restore that lost image.
3. Like Master Plan to take a holistic view and not just a village-centric view, that looks at its relationship to surrounding communities.
4. Consider a buffer around the Cranbury Station Hamlet to protect it.

QUESTION 2. BEST AND WORST EXAMPLES OF DEVELOPMENT

Group 1

1. Concern that truck traffic from warehouses could overwhelm Station Road.
2. Cranbury's affordable housing projects are good - Bergen and Danser.
3. Concerns about Monroe's warehouses on Halsey Reed Road.
4. HPC makes a big difference.
5. Sidewalks and street lighting improvements (in the downtown) are a positive
6. Downtown is an important place for people of all ages to mingle; Gil & Bert's is a plus.

Group 2.

1. Landscaping and berms around warehouses are nice.
2. Applewood Court (affordable housing development) is not well integrated into the community.
3. Farmland preservation has been maintained.
4. Gateway (High Point) development is too dense and too close to the road.
5. Lack of the new library is problematic.

Group 3.

1. Large warehouses have negatively impacted the neighborhood on Cranbury Station Road.
2. Gateway (High Point) is a good development, but too dense.
3. Handicap accessible sidewalks, with bumpouts in the downtown, are the best.

Group 4.

1. Overdevelopment - that many moved to Cranbury to escape, both residential and warehouse – is starting to take hold.
2. Problems about getting notice for meetings and difficulty in figuring out which property is being reviewed at a public meeting.
3. Rezoning of the lot adjacent to Lietdke Drive for townhouses was questionable.
4. Zoning should be revisited in the Master Plan

Group 5.

1. Applewood Court – really nice.
2. Beautification – Barn Park, new trails like Pin Oaks and Reinhardt and Cranbury preservation are very good.
3. Worst – loss of businesses on Main Street and Gateway (High Point).

Group 6.

1. Where is the retail element in Gateway? (Coming)
2. Old Cranbury Service Center is an eyesore.
3. Traffic impacts from warehouses that impacts quality of life on Evan's Drive.
4. Gateway (High Point) and Four Seasons were positive.
5. Protinick Farm: a lost opportunity for farmland preservation.

Group 7.

1. Global distribution centers and high volume fulfillment centers are not adequately discussed in the master plan.
2. Liberty Way was not completed.
3. Main Street sidewalk bumpouts increase safety.
4. Wetland mitigation bank has helped offset loss of environmentally sensitive areas due to the Turnpike widening project.

QUESTION 3. TRAFFIC

Group 1.

1. Township has done a good job of diverting truck traffic
2. Main Street; no traffic during the day, parking on both sides a plus, frequent crossing by pedestrians.
3. Police presence is great.
4. Better signage for public parking lot off Main Street could help.
5. Explore better public transportation service.

Group 2.

1. Noise from traffic at Cranbury Circle
2. Truck traffic from warehouses, although if it were offices, it would be worse.
3. Main Street as a Rte. 130 detour is a problem.
4. Work with Monroe on Liberty Way (bridge)
5. Update traffic study for Cranbury Station Road.
6. Overnight parking of trucks along roadways waiting for warehouses to open.
(Control gates should be moved further in to allow queuing off-street).
7. Bike-friendly infrastructure would be nice.
8. Bus link to railroad station would be desirable.

Group 3.

1. Cut-through via Cranbury Neck to Route 130 a concern (versus 571).
2. Circle is unsafe, needs to be fixed.
3. Concern that trucks missing the Cranbury Station Road turn at Rte. 130 will try to make U-turns at the circle – making things worse
4. Parking is not a big problem.

Group 4.

1. Wrong turns by truck traffic and winding up on Station Road and Old Cranbury Road (keep trucks off these roads).
2. Liberty Way and South River Road should be used for east-west traffic instead of Station Road and other local roads.

Group 5.

1. Need for the Liberty Way Bridge because of heavy truck traffic.
2. Trucks on local roads or in downtown are bad.
3. Cranbury Circle is a problem.

Group 6.

1. Greatest challenges are truck traffic at Station Road and the Circle (an accident waiting to happen).
2. Concern about traffic generated by the Protinick Farm development
3. Connecting Liberty Way from Old Trenton to the Turnpike (i.e., the bridge).

Group 7.

1. Find an alternative to Liberty Way Bridge.
2. Stop high traffic generating distribution centers from being developed.
3. Better post-development traffic studies (hold developers accountable for impacts and follow-thru – which has not happened).
4. Traffic safety and quality of life issues: lost drivers, inadequate roads, overnight parking, emissions, vibration, noise.
5. Developers have erected signs to redirect traffic that are at odds with what was approved.

QUESTION 4. COMMUNITY FACILITIES AND SERVICES

Group 1.

1. Some (storm) sewers are clogged.
2. (Love this town)
3. Dredge the lake
4. Bring people out to interact & feel included
5. More gatherings for community input

6. Keep sense of community in the forefront of planning.
7. Need for a new library and community gathering space – both indoors and outdoors.

Group 2.

1. New library is needed, which would also help to integrate or improve senior/youth programs
2. Plenty of good recreational; opportunities
3. Enhance first aid/fire volunteerism
4. Social services are needed
5. Higher levels of sustainability certification needed (bronze to silver in 2019)

Group 3.

1. Ratings from 1 to 5: Police – 3.5 (appear overstaffed and rarely west of Route 130); Fire – 4; First Aid – 1 (concern about response time and adequacy; perhaps a paid or shared service?); Senior services – 3 (extended hours for working parents are absent); Park maintenance – 4.5 (litter after games a problem); Snow removal – 5.
2. Warehouse owners should inspect their basins (not DPW?)
3. Need a new library.

Group 4.

1. New library
2. Sidewalk maintenance enforcement an issue.
3. Like to see bike paths and walking paths connecting parks.
4. Senior services and outreach need improvement
5. Like town pool to come back.
6. More recreational sports for kids or agreements with other towns.

Group 5.

1. Police and fire do a great job.
2. Library doesn't meet Town's needs.
3. Senior center would be better in the new library versus present basement.
4. Reexamine trash removal service.

Group 6.

1. Recycling facility hours are too restrictive –should be open in evenings and weekends for residents.
2. Town should support first aid and first responders.

Group 7.

1. Consider paid versus volunteer emergency responders
2. Pre-K school– capacity for 3 and 4 year old population is inadequate.
3. Police presence insufficient – especially dealing with truck traffic.
4. Senior services inadequate – in comparison to surrounding towns.
5. Brush/leaf and tree removal pick-up is outstanding
6. How does town handle littering on roadways?

QUESTION 5. TAXES AND SPENDING

Group 1.

1. Dredging of lake and street paving is costly, so concerned with lowering taxes.
2. Township has been fiscally responsible.

Group 2.

1. Relative to Township's neighbors, Cranbury is a good deal.

Group 3.

1. Agree that the money spent well, but would be supportive of spending money on new library; full time first aid squad; lawyer to assist with commission and boards, and for DPW to inspect storm water basins.

Group 4.

1. Like the tax surplus, but are dismayed that the Township says that it cannot afford to dredge the lake or build a new library, etc.
2. Would like to see money spent on projects (facilities and services) enumerated in question 4.

Group 5.

1. Raising taxes would be acceptable for certain things: town-wide trash removal; library; Liberty Way completion (keeping trucks off Route 130).

Group 6.

1. Use current budget to support facilities and services in Cranbury.
2. Look to alternative revenue streams, other than raising taxes.

Group 7.

1. To meet programs identified in question 4, the following was the vote:
 - Increase taxes – 5 in favor
 - Decrease taxes – 4 in favor

QUESTION 6. CRANBURY'S BIGGEST CHALLENGES

Group 1.

1. Traffic
2. Incorporating solar and alternative energy in on historic town in the future
3. Lake dredging
4. Electric vehicle charging stations
5. No recreational marijuana

Group 2.

1. Preserving vistas around Cranbury
2. Landscaping and other improvements around developments
3. Retail and dining options
4. Long term sustainability of volunteer first aid, fire and other boards and commissions
5. Land for affordable housing
6. Warehouse area is built-out – growth of ratables to cover inflation.
7. Spillover impact of warehouses on neighbors

Group 3.

1. Getting Cranbury ready for diversity and for socioeconomic, age and racial changes – making people feel welcome.
2. Protecting natural resources
3. Traffic

Group 4.

1. Limiting residential and warehouse development
2. Managing affordable housing requirements
3. Supporting historic preservation (e.g., Toll Brothers at Protinick Farm).

Group 5.

1. Traffic from warehouses
2. Continued success of the downtown
3. Inclusiveness of new residents
4. Decrease in volunteerism

Group 6.

1. Meeting future affordable housing needs
2. Keeping small-town feel
3. Dredging the lake
4. Supporting downtown business

Group 7.

1. Marginalizing residents outside the Village.
2. Loss of historic resources (Cranbury Station Hamlet)
3. Threats to natural environment – east of the Turnpike
4. Maintaining rural and farming character, and balance of land uses.

QUESTION 7 OTHER ISSUES AND CONCERNS

(Only those not mentioned above are described in detail)

Group 1. (Reiterated: storm sewers, dredging; etc.)

1. More community gatherings to talk about town issues, like this one.

Group 2.

1. Town consolidation and impacts on Cranbury

Group 3. (Reiterated: future warehouse development)

1. Look into shared services with other towns.
2. Tighten up zoning language (e.g., Penske Truck Rentals issue)

Group 4. (Reiterated, more farmland and open space acquisitions)

1. Town has done very well over last few decades

Group 5.

1. Greater government transparency
2. Welcome packet about Cranbury for new residents (e.g., when you pick up your recycling container).

Group 6.

1. Nothing to add

Group 7. (Reiterated: emphasis on preservation and conservation, even in the industrial zones)

1. Thanks for this opportunity to contribute to those who are serving this process.

CLARIFICATIONS RELATED TO POINTS MADE AT COMMUNITY MEETING OF APRIL 25, 2019

The Cranbury Township Master Plan Reexamination Subcommittee have provided a full summary of the group discussion at the community meeting on April 25th, 2019, without any editing or changes, in recognition that this summary be a true accounting of what was said and transcribed. However, a number of points were raised requiring either a clarification or an update on progress made toward achieving certain objectives. These are provided below:

Question 2 Best and Worst Examples of Development

Group 4

5. Rezoning of the lot adjacent to Lietdke Drive for townhouses was questionable.

This statement may reflect the opposite of what happened. The land was originally zoned for townhomes and was rezoned to allow nine detached homes instead.

Group 6.

6. Where is the retail element in Gateway?

The developer of the retail portion of the project has received his approvals and expects to start construction this fall.

5. Protinick Farm: a lost opportunity for farmland preservation

No municipal government can compel a farmer to enter the farmland preservation program. Cranbury told the Protinick family that it was interested in acquiring the development rights to their farm. Michael and Anna Protinick applied to the Middlesex County Agriculture Development Board to sell a

development easement on August 17, 2012. On September 11, 2012, Cranbury's administrator wrote to the Middlesex County Agriculture Development Board in support of the Protinick's application. On September 25, 2012, Cranbury's Zoning Officer wrote to the Middlesex County Agriculture Development Board confirming that land development for the Protinick farm was a definite possibility. On October 10, 2012, the Middlesex County Agriculture Development Board adopted a resolution granting preliminary approval of the Protinick's application, and requesting the New Jersey State Agriculture Development Committee grant "green light" approval. On October 22, 2012, the Middlesex County Agriculture Development Board sent the Protinick's a letter asking them to complete and return Section I of an Easement Purchase Application. In July 2015 the Protinicks rejected Middlesex County's offer to acquire their development rights and withdrew from the process.

Question 3 Traffic

Group 2

- 8 Bus link to railroad station would be desirable.

Middlesex County ran a bus route through Cranbury that provided transportation to the train station for a number of years. It was discontinued for lack of use.

Question 4 Community Facilities and Services

Group 4

- 5 Like town pool to come back.

There never was a town pool. The Cranbury Swim Club was a private organization to which some residents paid a membership fee. The number of members dwindled and the club filed for bankruptcy.

Group 6

- 2 Town should support first aid and first responders.

Municipalities in New Jersey are required to provide police and fire protection. We have a paid police force and a volunteer fire service. Cranbury supports the fire department by providing and maintaining the fire house and most of the equipment necessary to fight fires. The Cranbury First Aid Squad is a private organization and has provided rescue and ambulance services to Cranbury for approximately 60 years. Cranbury contributes to both the fire company and the rescue squad.

Question 5 Taxes and Spending

Group 4.

3. Like the tax surplus, but are dismayed that the Township says that it cannot afford to dredge the lake or build a new library, etc.

Cranbury Township never said it could not afford to dredge the lake. The town is in the process of acquiring the permits from the New Jersey Department of Environmental Protection necessary to do the dredging. We expect to have the permits in early 2020. As soon as the State of New Jersey issues the criteria for the Library Construction Grant, Cranbury intends to apply.

Question 7 Other Issues and Concerns

Group 3.

3. Look into shared services with other towns.

At present Cranbury has seven shared services.