

Township of Cranbury, New Jersey

Master Plan Reexamination Report

Prepared for the
Cranbury Township Planning Board

Phillips Preiss Shapiro Associates, Inc.

Planning & Real Estate Consultants

Adopted December 1, 2005

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I. INTRODUCTION

Under the Municipal Land Use Law (NJSA 40:55-89), a general reexamination of a municipality's master plan and development regulations by the Planning Board is required every six years. The reexamination report is required to address 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.¹

The Township of Cranbury last adopted a full Master Plan in 1993. The 1993 Master Plan of Cranbury Township, prepared by Moskowitz, Heyer & Gruel, P.A., contained eleven elements, including: goals and objectives; a land use plan; a community design plan; a conservation plan; a parks, open space and recreation plan; a circulation plan; a community facilities plan; an historic preservation plan; an economic plan; a utilities plan; and a recycling plan. This Master Plan was adopted on November 30, 1993.

Subsequent revisions to the 1993 Master Plan were made over the next six years, until the 1993 Master Plan was reexamined in 1999. These include: amendments to the Land Use Plan Element in 1995; an amended Utility Plan and the Circulation Plan in 1998; and the adoption of a new Housing Element and Fair Share Plan in April 1995. This Housing Element and Fair Share Plan was

¹ Cranbury Township has no redevelopment areas within its municipal boundaries, nor contemplates the creation of any in the foreseeable future. As such, redevelopment pre the Local Redevelopment and Housing Law is not addressed in this Reexamination Report.

granted substantive certification by the Council on Affordable Housing (COAH) on December 4, 1996.²

The Township of Cranbury reexamined the 1993 Master Plan in 1999. This Master Plan Reexamination Report was prepared by Dr. Harvey S. Moskowitz, P.P., and was adopted on September 30, 1999. Since the adoption of the 1999 Master Plan Reexamination Report, certain master plan amendments have been adopted. These include the adoption of a Farmland Preservation Plan and Open Space and Recreation Plan on December 7, 2000; a Municipal Stormwater Management Plan on July 21, 2005; and a new Housing Element and Fair Share Plan, to address COAH's third-round housing obligation, on November 3, 2005.

This Reexamination Report constitutes a reexamination of the 1999 Reexamination Report, as well as the amendments to the Master Plan which were adopted subsequently.

² In 2005, this certification was extended until December 20, 2005, the date by which Cranbury is required to adopt a new Housing Element and Fair Share Plan to address its housing obligation for COAH's third round, and petition COAH for Substantive Certification.

II. MAJOR PROBLEMS AND OBJECTIVES OF THE 1999 REEXAMINATION REPORT

The following outlines the major problems and objectives relating to land development set forth in the 1999 Reexamination Report. The 1999 Reexamination Report indicates that a number of problems and objectives highlighted in the 1993 Master Plan had been addressed and/or fulfilled in the intervening years. At the same time, the 1999 Reexamination Report revealed that some of these problems and objectives had either remained relatively static or had actually increased over time.

The Township's major problems and objectives from the 1999 Reexamination Report are provided below:

A. Land Use Plan

- Encourage lot averaging or cluster development techniques to preserve natural amenities, farms, woodlands, scenic views, and open space and reduce public service costs for drainage facilities.
- Encourage highway commercial uses along Route 130 that do not compete with commercial uses in Cranbury Village.
- Establish a strong nonresidential ratable base in the area east of Route 130.
- Encourage mixed-use, non-residential development in planned industrial parks in the area east of Route 130.

B. Community Design

- Implement more intensive and extensive review procedures to accommodate the large warehouse buildings being constructed in the Township.
 - The 1999 Master Plan Reexamination noted that development applications should include ground level perspectives, particularly from surrounding roads and with views towards loading and unloading docks. According to the report, this would enable the Planning Board to determine the effectiveness of an applicant's proposed landscaping and berm treatment.
 - Ensure that new development east of Route 130, both residential and nonresidential, is visually and functionally compatible with the physical character of the area east of Route 130.
- Improve the appearance of existing businesses along Route 130.

C. Circulation

- Accommodate increased volumes of traffic generated from new development through traffic improvements and by increasing roadway capacity (where feasible).
- Continue to evaluate the efficacy of installing traffic calming devices along Main Street to improve the pedestrian environment in the area.
 - The 1999 Reexamination Report stated that the Township was considering traffic calming device including "bump-outs" near intersections and reinforced crosswalks as a means of improving the pedestrian experience in Cranbury Village.

- Address the inadequacy of parking for residential and commercial uses in Cranbury Village.
 - The 1999 report stated that the Township had been considering development of additional parking spaces behind the stores on the west side of Main Street.

D. Conservation and Environment

- Provide and maintain a continuous network of green spaces along streams, scenic areas, and critical environmental areas.
- Protect the environmental quality of stream channels and groundwater resources by decreasing non-point source pollution to the greatest extent possible.
- Minimize the impacts of development on environmentally sensitive areas.

E. Parks, Open Space and Recreation

- Acquire and preserve open space and farmland.
- Provide sufficient passive and active recreational opportunities to accommodate anticipated growth in the Township's population.
- Develop a pathway system to connect major residential areas to parks, open space areas, and to Cranbury Village.

F. Historic Preservation

- Protect the integrity of the historic district by continuing to meet the design standards of the Cranbury Land Development Ordinance.

G. Community Facilities

- Provide community facilities to serve Cranbury residents of all ages.
- Ensure that facilities are adequate by constructing a new police station, cultural center and senior citizen center.
 - The 1999 Reexamination Report stated that the West site, adjacent to the school, was being considered for these facilities. The report also stated that Cranbury considered retaining this site as open space and constructing community facilities elsewhere.
- Reconsider the Community Facilities Plan.

H. Economic

- Improve the economic viability of the Cranbury Village Business District.
 - In The Cranbury Business District Study (1999), residents and businesses expressed concern about the lack of "convenience" retail uses in the Village, as well as the lack of parking.

I. Utility Services

- Reduce flood damage to life and property, and minimize stormwater runoff from new development.

- Encourage new development to locate all utilities underground.

III. EXTENT TO WHICH PROBLEMS AND OBJECTIVES FROM THE LAST MASTER PLAN REEXAMINATION HAVE BEEN REDUCED OR INCREASED

The problems and objectives of the 1999 Reexamination Report and subsequent amendments to the Cranbury Master Plan have been reviewed to determine the extent to which they have been reduced or increased, and whether new objectives are required in light of changing conditions.

A. Land Use Plan

1. Developments with Lot Averaging

The Township made considerable strides towards achieving its objective for lot averaging. Since the 1999 Master Plan Reexamination Report, four new residential developments applied lot averaging to gain a density bonus in exchange for preserving open space. Lot averaging plans have been implemented at Cubberly Court, the Woods at Cranbury, and on the Applegate Tract and the Updike Tract. The Updike Tract's open space was deeded to the Township; the remaining three developments retained private ownership of open space. The clustering and lot averaging objectives remain valid.

2. Highway Commercial Uses (Ratables) Along Route 130

A need to attain a higher quality and value of highway commercial development along Route 130 still exists. Since the objective for development promulgated in the 1999 Master Plan, limited commercial development along Route 130 has occurred. Two newer developments occurred on Route 130. The redevelopment and refurbishment of an older building for a new California Closets development was recently approved. A new extended-stay hotel, the Marriott Residence Inn, was approved and constructed. In addition, approvals for a new automobile dealership were recently granted, and an application for substantial improvements to the Cranbury Service Center is pending. The Highway Commercial zone still provides the Township with an opportunity to increase ratables by developing or redeveloping vacant land or marginal businesses by drawing customers from the large volume of traffic along Route 130. Rather than competing with existing uses in Cranbury Village, highway commercial uses can be developed to complement existing and future uses along Main Street.

3. Mixed-use (non-residential) development in the Industrial Parks East of Route 130

Development in the light industrial area east of Route 130 has included a mix of uses, including office, warehouse/distribution, and research and development (R&D), but has been dominated by large warehouse/distribution developments. A significant amount of further such development has been approved and is slated to be constructed in the near future. Relatively little vacant land exists for such development between Route 130 and

the New Jersey Turnpike. Most of the future development opportunities lie east of the Turnpike. Encouraging mixed-use development remains a valid objective in this area.

B. Community Design

The Community Design objectives from the 1999 Reexamination Report have been met to a large extent. The Planning Board and Development Review Committee (DRC) now request ground level perspectives from applicants so that perspectives from the surrounding area and roadway can be reviewed. This has resulted in the building of berms and more extensive landscaping to screen loading areas and trailer storage, as well as in attractive building facades. In addition, the Historic Preservation Advisory Committee (HPAC) has performed advisory reviews of developments within the historic buffer area to ensure that color schemes and designs are compatible with Cranbury's historic character. For example, the HPAC reviewed the development application for the Marriott Residence Inn, California Closets, Gentle Healing Wellness Spa and the Staybridge Residence, all of which have resulted in improved design.

C. Circulation

The 1999 Reexamination Report recognized the need to accommodate the steadily increasing volume of non-local and commercial traffic on certain roads and intersections within Cranbury Township. This remains a serious concern, as does the safety of pedestrians and other users of streets and roadways in Cranbury Township.

Cranbury-South River Road (CR 535) has been widened through the pro-rata payments by developers of property fronting along the roadway to ease congestion. Construction of Liberty Way, a new public arterial roadway within Cranbury Township, has begun. When completed, drivers will be able to use Liberty Way to bypass Route 130, Main Street, and the Route 130/Station Road intersection, all of which are extremely congested during peak-hour travel. All funding for the construction of this roadway to date has come from developers. Yet to be determined is whether Liberty Way's southern terminus will be at Station Road or continue south through Station Road to connect with Route 130, as well as the final configuration of Station Road.

A draft report titled, "Master Plan Roadway Review, Liberty Way Extension" was prepared by Shropshire Associates, LLC in 2004. The report was subsequently considered and discussed by the Planning Board, but no final conclusions were reached. The report recommends that Liberty Way be extended south of Station Road to Route 130, and that Route 130 be expanded to include three lanes in both the northbound and southbound directions. Since the draft report was prepared, wetlands in the path of the roadway extension have been preliminarily delineated. The extent and nature of wetlands that may exist on the proposed Liberty Way route south of Station Road will be a factor in determining this segment's feasibility.

Traffic calming devices have not been installed on Main Street or other residential roadways. The development of additional parking spaces behind stores on the west side of Main Street has yet to occur. These issues should be considered as part of a comprehensive improvement plan for the downtown.

D. Conservation and Environment

The Township has achieved many conservation and environmental preservation objectives. Over the past few years, approximately 70% of the land area within parcels proposed for residential subdivision has been preserved as open space under the lot averaging/clustering provisions of the Land Development Ordinance. In addition, Cranbury Township has seen a large measure of success in acquiring and preserving significant tracts of farmland west of Route 130. Tax revenues from warehouse/office developments east of Route 130 have been a source of funding for such acquisition. The Township has also actively participated in the State's Farmland Preservation Program and the Middlesex County Open Space Acquisition program. The State Program provides grants to local and county governments for the purchase of development rights to farmland, while the County Program funds outright purchases of open space. Participation in these programs should continue.

The Township's Environmental Commission has been active in educating Cranbury residents about conservation and environmental stewardship. The Environmental Commission's activities include outreach about the State's new stormwater regulations, which are designed to reduce non-point source pollution and promote groundwater recharge. The Commission also helps to ensure that the public engages in low-impact use of the Cranbury Brook Preserve and is working on a management plan for this area. A Stream Corridor Ordinance is being developed by the Environmental Commission which would establish riparian zones along streams and enable additional regulations for proposed development along stream corridors. The Stony Brook Millstone Watershed Association assists the Environmental Commission with outreach activities.

Cranbury Township has hired an environmental expert to compile an inventory of the Township's environmental resources. This inventory will include mapping and data and will serve as a valuable resource to the community, as well as the Environmental Commission when they review development applications.

E. Parks, Open Space and Recreation

The Township has achieved some of the objectives of the 2000 Open Space and Recreation Plan. There is currently sufficient space for passive recreational needs in the Township, including parks, a nature preserve and natural wildlife area. The Village Park, Cranbury-Millstone Park, and the Cranbury School currently provide the Township with facilities to serve its active recreational needs. A Babe Ruth baseball field is planned for construction in 2006

adjacent to the school. However, residents of the Township have expressed a need for additional active recreational fields, especially for soccer and lacrosse. The Township has not as yet identified where such needs would be accommodated. The open space areas at the Four Seasons property and on the Updike property are restricted to passive recreation. Some residents have suggested that this restriction be lifted so as to provide for active recreation.

The 2000 Master Plan Open Space and Recreation Plan Amendment recommended that the Township consider requiring developers of planned industrial or office parks to provide recreational facilities on-site, as part of their development. This recommendation has not been implemented and should be reconsidered when this element of the Master Plan is comprehensively updated.

A Village-wide comprehensive pathway system connecting major residential areas to parks, open space, and to Cranbury Village has not yet been developed. This should be considered and possibly incorporated into the next Open Space and Recreation Plan. This will ensure that existing and proposed park and open space development—and a new Community Center complex if constructed—will be fully integrated into the pathway network.

F. Historic Preservation

The Township continues to achieve its Historic Preservation objectives through implementation and enforcement of its Historic Preservation Ordinance (HPO), and the efforts of the Historic Preservation Advisory Committee (HPAC), which help to guide homeowners making renovations to their homes. The first HPO was enacted in the early 1980's and continues to regulate development in the historic district and within a 2,400-foot buffer of the historic district. Currently, any actions requiring a building permit are subject to review by the HPAC. The existing HPO is currently being revised to amend the buffer and require any changes to structures—even those not requiring building permits—to go before the HPAC. It is possible that the boundaries of the historic district may be modified. Minor changes (i.e. small repairs) that currently require review by the full HPAC committee, would be subject to less intense scrutiny. The proposed HPO would establish HPAC regulatory control over historic properties in the Agriculture Zone and other historic properties not located within the Historic District.

G. Community Facilities

A need for additional community facilities was expressed in the 1999 Reexamination Report and, subsequently, has only partly been addressed. A new police station was constructed on Station Road in the midst of Cranbury's warehouse/industrial parks. A community center which provides a venue for cultural and other Township activities, especially for teens and seniors, has not materialized. The Community Facilities Plan, which has not been updated since the 1993 Master Plan Report, needs to be comprehensively and fully updated.

H. Economic Development

The goal to increase the economic viability of the Cranbury Village Business district has not been achieved since the previous Reexamination Report. An understanding of the local and regional market forces is an essential missing piece of the revitalization puzzle. Regulatory or business improvement strategies could, however, be developed. The Township and its residents can then formulate a downtown improvement plan based on an understanding of which types of businesses stand the best chance of succeeding.

I. Utility Services

Both because the State's new stormwater management regulations require it, and because one of Cranbury's highest priorities has been to minimize stormwater runoff and protect life and property from potential flooding, and maintain the quality of receiving streams, the Township prepared a municipal Stormwater Management Plan. Enforcement of the new regulations will help to reduce the rate and improve the quality of stormwater runoff from future developed properties and increase the amount of groundwater recharge. Developers are encouraged whenever possible to place all utilities underground.

IV. CHANGES IN ASSUMPTIONS, GOALS AND POLICIES FORMING THE BASIS FOR THE MASTER PLAN

The Township of Cranbury has been subject to a substantial amount of new residential and warehouse/office development in the past six years. The foundation and blueprint established in the 1993 Master Plan and the 1999 Reexamination Report have served the Township well in guiding such growth in a manner that has helped the Township to realize most of its land use and development objectives, and to regulate and manage the impacts of such growth in a way that has preserved open space and farmland in the west, preserved the Village's historic small town character, and fostered economic development and an increase in tax rates east of Route 130. Rather than a need for a major change in direction in Master Plan policies is a focus on meeting the continuing challenges of maintaining the quality of life and high levels of community services provided by the Township. The major changes in assumptions and goals since the 1999 Master Plan Reexamination Report are as follows.

A. Recreational Facilities

As development in surrounding communities has continued to increase, these municipalities have begun to run out of spaces to serve the active recreational needs of their population, particularly for their youth. The result is that these municipalities have been using Cranbury's recreational fields for the purposes of practicing. This has compounded the shortage of existing active recreational facilities in Cranbury. Given that the number of children and teenagers in the Township is also growing, this shortfall is being exacerbated. This shortage of active recreation fields should be taken into consideration when planning for new recreational facilities.

B. Traffic and Circulation

Traffic conditions in certain parts of the Township have continued to deteriorate in the past six years. This relates not only to traffic safety and convenience, but to quality of life concerns stemming from the increasing regional traffic passing through Cranbury as a result of growth in employment and residential development in the region. In addition to increasing regional traffic on local streets, safety and congestion issues at various intersections within the Township, and the poor configuration of some local roads, pose continuing and mounting challenges.

The rapid pace and the scale of residential development in Monroe Township to the east has also substantially contributed to this situation. Additionally, drivers originating in municipalities to the east travel through Cranbury towards points west, including Princeton, East Windsor, West Windsor and other locations. As the populations in these Townships have grown, more pressure is being placed on Cranbury's roads and infrastructure. In addition, Monroe Township is looking to take jurisdiction from the County and then add vehicle weight restrictions on

Applegarth Road. Since this roadway is currently used by large trucks passing through Monroe in a north-south direction, the addition of these restrictions would force heavier trucks to travel through Cranbury on their way to and from Exit 8A of the Turnpike.

Development within the Township itself will also exacerbate traffic congestion in the future, unless improvements are instituted. Development on some of the larger remaining tracts of land east of Route 130, some of which are approved but not built, would put additional pressure on Cranbury's roadways.

In an effort to deal with regional congestion, the Mayor and Township Engineer of Cranbury have been involved with the "Exit 8A Congestion Buster Task Force," an NJDOT supported group comprised of people from municipalities affected by truck traffic stemming from Exit 8A. The task force has devised a plan that would separate each municipality or user into a specifically color-coded traffic "zone." A truck would be given specific directions incorporating a zone of destination, in an effort to limit it to certain roadways, possibly depending upon which traffic zone it was traveling to or from and reduce the probability of mistakenly traveling through residential areas west of Route 130. While this program is aimed at reducing traffic congestion, the restriction of certain routes for truck traffic may actually hurt Cranbury rather than help it. Cranbury should continue to monitor the Task Force's efforts.

C. New Jersey Council on Affordable Housing (COAH)

The Township's Planning Board adopted a new Housing Element and Fair Share Plan on November 3, 2005 in order to comply with COAH's third-round rules, released in December 2004. The third-round rules require that municipalities implement a "growth share" approach to affordable housing. This represents a significant departure from the Council's first- and second-round methodologies in that they link the actual production of affordable housing with municipal development and growth. The new rules require that municipalities account for future growth to produce affordable housing thus making the assumption that all growth-related construction, both residential and non-residential, generates an affordable housing obligation.

Cranbury, which has projected a third-round fair share number of 160 units, plans to meet its needs by a combination of Regional Contribution Agreements and the building of affordable family rental units on three sites: a small site on Maplewood Avenue, a 2.67-acre site on Old Cranbury Road adjacent to the Four Seasons development, and a 4-acre site located on Route 130 opposite the Residence Inn. The Township's final third round plan needs to be taken into account in future master planning efforts. COAH will review the status and amount of growth that will actually occur within Cranbury in 2008, 2010 and 2013, and may require adjustment in the fair share plan. Cranbury should therefore continually monitor growth itself and progress on the implementation of its fair share plan over the next six years.

D. **State Development and Redevelopment Plan (SDRP) Cross-Acceptance and Plan Endorsement**

On April 28, 2004, the New Jersey State Planning Commission approved the release of the State Development and Redevelopment Plan (SDRP), as well as the Preliminary State Plan Policy Map. Subsequently, the State's Cross-Acceptance process began. Cross-acceptance is a bottom-up approach to planning, designed to encourage consistency between municipal, county, regional, and state plans.

Local governments and residents work with state officials to achieve a broad level of consistency with statewide planning policies. Local master plans are compared with the SDRP to ensure consistency with its policies and objectives. Potential changes are identified in local master plans and a negotiation process usually ensues between the municipality and the State Planning Commission. The State Planning Commission will incorporate the negotiated agreements into the Draft Final State Plan.

Cranbury Township participated in the cross-acceptance process, which was directed under the auspices of Middlesex County. The State Plan Policy Map has yet to be adopted.

Following cross-acceptance, Cranbury will also seek Plan Endorsement from the State Planning Commission for this Master Plan Reexamination and the new Housing Element and Fair Share Plan, adopted on November 3, 2005. The purpose of Plan Endorsement is to attain a greater consistency between municipal, county, regional and state agencies plan with each other and with the State Plan, and to facilitate the implementation of these plans. Amongst the benefits of attaining Plan Endorsement include gaining priority in funding for programs endorsed by the Office of Smart Growth. Examples include Farmland Preservation Programs, local aid and technical assistance for transportation projects, Green Acres grants and loans, and local economic development assistance and funding.

V. RECOMMENDED CHANGES TO THE MASTER PLAN

Based upon the assumptions, policies and objectives discussed in Chapter IV, as well as the problems and concerns which have not been ameliorated in the past six years, a number of changes to the Cranbury Master Plan and Land Development Ordinance are recommended. Many of these will be explored and discussed in greater detail when a new comprehensive Master Plan is prepared within the coming year. In addition, certain 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, will be prepared for adoption.

A broad overview of the issues of concern to be dealt with and scope of work to be undertaken in each element of the new Master Plan and revised Land Development Ordinance is detailed below.

A. Master Plan Changes

A new master plan, consisting of fourteen chapters and including twelve elements, will be prepared, as follows.

1. Goals and Objectives

While the list of Goals and Objectives in the 1993 Master Plan have served the township well in guiding its land use policies and decision-making, changes in land use legislation and policies at the regional, County and State level, and trends and changes in real estate locally and regionally will require a reevaluation of these goals and objectives and either an adjustment, or the addition of further goals and objectives. In addition to listing these goals and objectives, some sense of priority will be provided. Finally, the recommendations of the master plan, to be set forth in the concluding chapter, will be linked to these goals and objectives.

2. Land Use Element

The Land Use Element will provide an updated map and description of land uses in the Township, along with an updated and more comprehensive description of natural conditions in the Township. For example, the NJ Department of Environmental Protection has more detailed and specific mapping of wetlands than is provided in the 1993 Cranbury Master Plan. Moreover, information and mapping compiled for the Environmental Resources Inventory for Cranbury Township, when completed, will be added. A new future land use map, indicating changes in land use designations (for example, new affordable housing sites), or zoning districts which have been enacted since 1993, along with any new districts or changes in the boundaries of existing districts that may result from recommendations emanating from this comprehensive review will be included. In addition, as required, the relationship of Cranbury's future land use plan with contiguous municipi-

palties, the County Plan and the State Development and Redevelopment Plan, will be detailed.

Amongst the land use policies that will be examined in greater detail will be the extent of future residential development in Cranbury stemming from potential infill development within the Village, affordable housing sites, and possible future development outside of the Village. Changes recommended to the Village's commercial zones—both in the downtown and along the Route 130 corridor—stemming from recommendations contained within the Economic Plan Element aimed to strengthen and revitalize these areas of the Township will be included.

3. Housing Element

The Planning Board of Cranbury Township adopted a new Housing Element and Fair Share Plan on November 3, 2005, in which the Township addressed its obligation to provide affordable housing for the third round, a period from 2004 to 2014. This Fair Share Plan will be submitted to COAH along with a petition for Substantive Certification, and will be incorporated into and made part of the comprehensive Master Plan.

4. Community Design

One of the unique and distinguishing features of the prior Cranbury Master Plans and Reexamination Reports is the inclusion of a Community Design Element. Few if any other New Jersey municipalities have an element in their Master Plan devoted to this topic. The new comprehensive Master Plan will evaluate the successes and shortcomings of the design standards that were enacted through Cranbury's Land Development Ordinance based upon this element. This element in the new Master Plan will indicate whether existing standards need to be strengthened or clarified, and whether additional standards are required. One new element of community design which heretofore has not been considered is the regulation of scale and appearance of new single-family homes and homes which are proposed to be substantially added to or modified, and their impact on existing neighborhood character.

5. Circulation

Traffic levels in Cranbury have increased significantly since the last full circulation element was prepared in 1993. Some new roads have been added, and others have undergone widening or other improvements. Aside from current problems, Cranbury will be facing a full build-out of its vacant developable land within the next 10 to 20 years. In looking ahead, it would be prudent to ensure that its circulation system be able to accommodate this growth as it occurs. A key question relates to the completion of Liberty Way. However, other smaller and somewhat unimproved roads are becoming con-

gested as a result of continuing development outside Cranbury, particularly to the east and west, as well as growth indigenous to Cranbury. A reevaluation of the circulation plan for vehicular traffic, focusing on east-west automobile traffic with origins and destinations outside of Cranbury, and truck traffic emanating from new warehouse development within and outside of Cranbury should be undertaken.

The circulation plan should also provide greater emphasis on mobility for seniors and other Cranbury residents who have no access to cars. Because Cranbury has no public transportation—the closest bus stops for inter- and intra-county travel are located in Monroe Township—mobility for this population group is of particular concern. Access to Cranbury's schools by schoolchildren emanating from new residential development will have to be considered, including both pedestrian access and busing. In addition, while the Village and the downtown in general provide a pedestrian-friendly environment, increasing traffic flows present continuing safety challenges.

Parking in the downtown needs to be evaluated. Solutions for providing adequate parking that does not detract from the historic "main street" charm of the downtown will need to be explored.

6. Conservation and Environment

Cranbury's efforts to acquire and preserve large tracts of open space west of the Village, and its vigilance in enforcing environmentally sound engineering and design practices where development has been permitted throughout the Township, has protected and preserved areas that are environmentally sensitive. The work of the Environmental Commission has been invaluable in this effort, and the compilation of an updated Environmental Resource Inventory will enhance these efforts. Incorporation of this information and data, both in mapping and in technical form, into the Master Plan, and utilizing this data as one of the bases for decisions relating to the future Land Use Plan, will be an important part of this undertaking. The Environmental Commission was also instrumental in preparing a Stream Corridor Protection Ordinance for Cranbury Township.

7. Parks, Open Space and Recreation

Cranbury has been planning to update and comprehensively review its parks, open space and recreational facilities for some time. Updating the inventory of open space is needed, as is a projection of future active recreational facility needs as a basis upon which the Township can plan. Coordination between these efforts and those related to establishing a new community center with a focus on the needs of seniors and youth will be important. Linkages between residential areas and the township's parks and open spaces could substantially enhance the quality of life in Cranbury, particularly if such linkages are provided via a pathway system separate or somewhat separated from ve-

14. Recommendations

So as to provide the reader with a concise and cogent summary of recommendations stemming from each of the elements of the Master Plan, the final chapter will list all of the recommendations from each of the preceding chapters. This will also serve two further purposes: first, determine the extent to which the goals and objectives in Chapter 1 have been addressed; and second, to focus the Township's attention on a series of actions to implement them.

B. Changes in Land Use Regulations

The adoption of the new comprehensive Master Plan is likely to give rise to a number of recommended changes to the Township's land use regulations. In addition, since the land development regulations have not been updated or comprehensively revised since the last full Master Plan was completed over a decade ago, a number of changes may be necessary to bring such regulations in line with changes in State law, case law and updated standards in land use planning, environmental protection, engineering and design. These will be added to the list of recommendations in the new Master Plan's final chapter.

In addition to the above, there are a number of finite and specific amendments in the Land Development Ordinance which are in progress, and which are recommended to be completed. These include legislation for stream corridor protection, regulating outdoor dining, determining the amount of retail space that should be permitted in warehouse buildings for the purpose of direct sale to the public, updating the Township's wireless telecommunications regulations, and regulating the appearance and location of satellite TV receptors in residential areas.