

CA - Cranbury

1 / 1984

Review of Zoning Changes for

Brick Yard Road Area, Cranbury

P 37

CA002594E

REVIEW OF ZONING CHANGES
BRICK YARD ROAD AREA
CRANBURY, NEW JERSEY

Prepared For:

LAWRENCE B. LITWIN, ESQUIRE
Morristown, New Jersey

Prepared by:

PAUL F. SZYMANSKI, P.P.
Planning Consultant
East Windsor, NJ

January, 1984

Paul F. Szymanski, AICP, PP

PLANNING • ZONING • COMMUNITY DEVELOPMENT CONSULTANT

49 WOODLAND DRIVE • EAST WINDSOR • N.J. 08520

TELEPHONE 609•448•8497

January 19, 1984

MR. LAWRENCE B. LITWIN, ESQUIRE
Scerbo, Kobin, Litwin & Wolff
10 Park Place
Morristown, NJ 07960

Re: Appropriateness of Zoning
Brick Yard Road area
Cranbury Township, New Jersey

Dear Mr. Litwin:

Pursuant to your request, I have undertaken a review of the zoning changes recently enacted by the Township of Cranbury for the Brick Yard Road area, and I offer the following comments in this regard.

A. Introduction

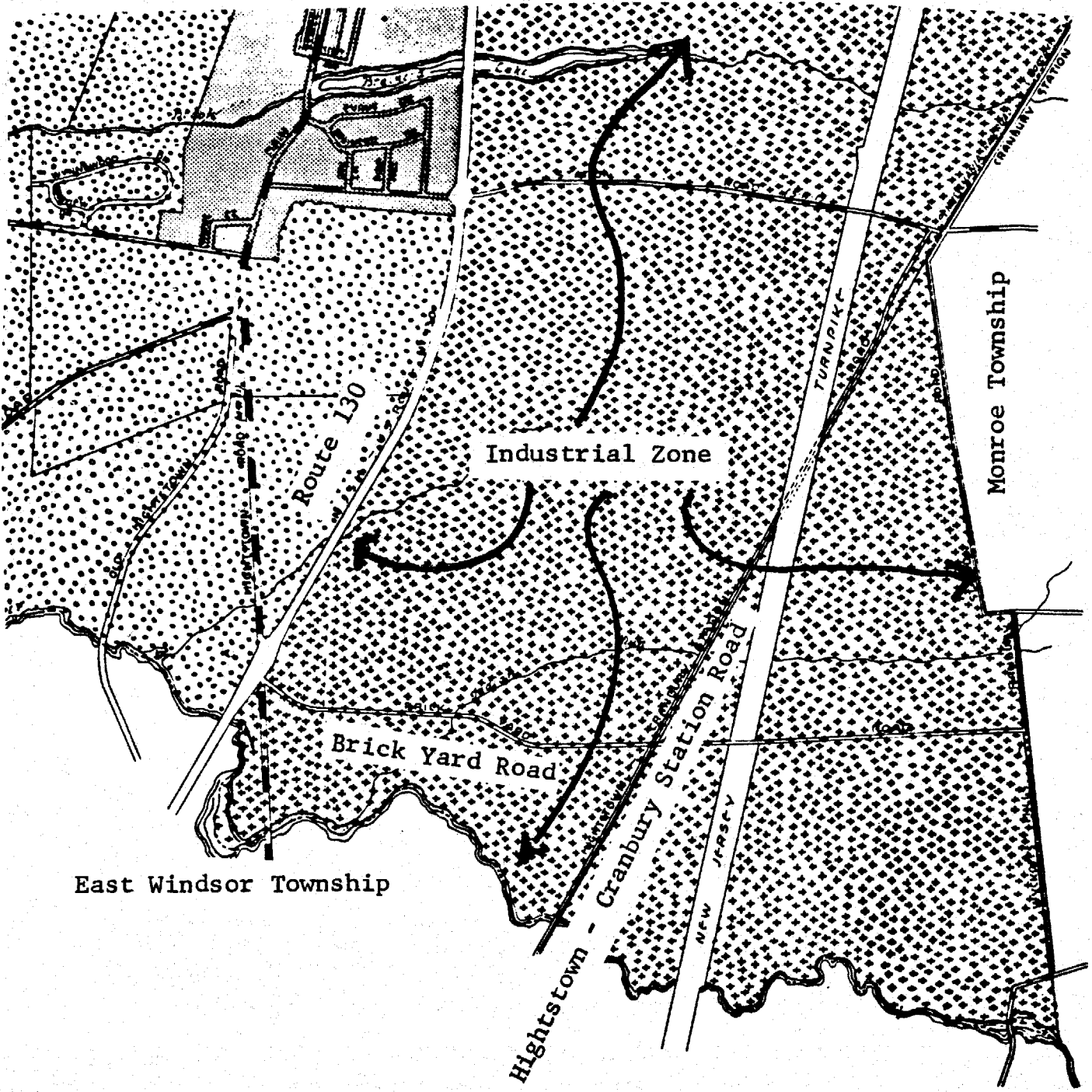
The Brick Yard Road area of Cranbury is located in the southeastern portion of the Township. It constitutes the southerly portion of the Township's land corridor situated between U.S. Route 130 on the west and the New Jersey Turnpike/Monroe Township in the east. Until recently, the area has been zoned in its entirety for industrial use. In July of 1983, the zoning of lands in the Brick Yard Road area was changed. It is the purpose of this report to evaluate the appropriateness of the change in zoning in terms of land use planning.

B. Prior Zoning

As stated above, the Brick Yard Road area was zoned for industrial use. See Map 1.

C. Recently Enacted Zoning

In July of 1983, the Township of Cranbury enacted a new Land Development Ordinance to implement the Land Use Plan and Agricultural Preservation Element of a Master Plan which was adopted by the Cranbury Planning Board in the fall of 1982.



Map 1



I. INDUSTRIAL ZONE

Prior Zoning Map
 Brick Yard Road Area
 Cranbury, New Jersey

Included in the new Land Development Ordinance are changes to the zoning districting for the Brick Yard Road area as shown on Map 2, together with changes in regulations for industrial use. These changes are described as follows:

1. The elimination of industrial zoning for a 620 acre area between Route 130 and the Hightstown-Cranbury Station Road and redesignating the area as "Residential - Light Impact" (R-LI). The R-LI Zone's primary permitted use is single-family residential homes on 3-acre lots. Clustering of homes on 1-acre lots with no increase in density is permitted as a conditional use.
2. Change the existing industrial category to "Industrial - Light Impact" (I-LI) which increases required lot sizes from 3-acres in area to 10-acres. Permitted uses in the I-LI Zone are to be offices, research labs, wholesaling and warehousing and light industrial uses whose activity is conducted within enclosed structures and which is defined as:

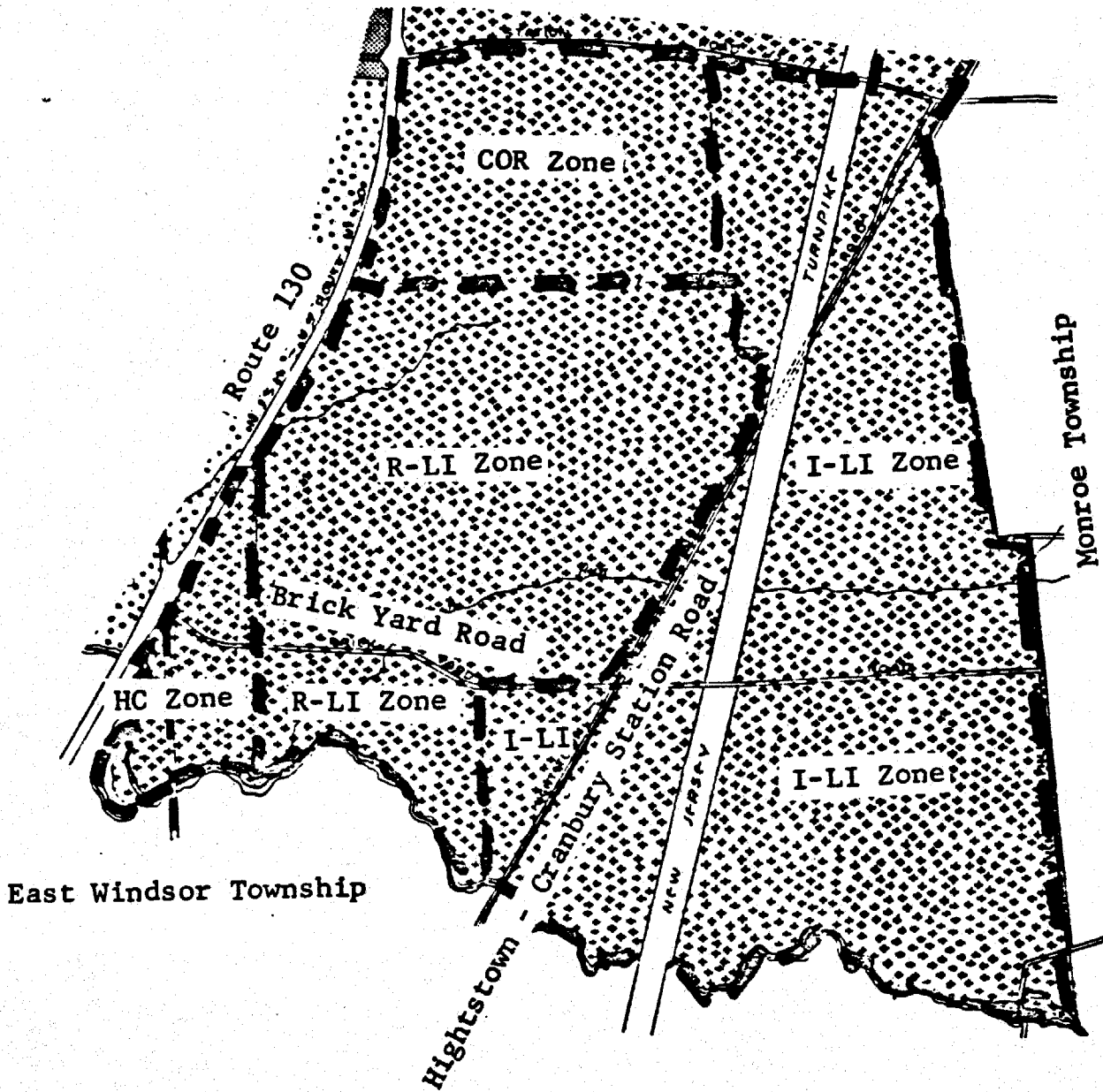
"Light Industry - An activity which involves the fabrication, reshaping, re-working, or combining of products from previously prepared materials and which does not involve the synthesis of chemical or chemical products or the processing of any raw materials. Light industry includes industrial operations such as electronics, machine parts and small component assembly, as opposed to heavy industrial operations such as automobile assembly or milling activities."

(Source: Cranbury Land Development Ordinance)

D. Evaluation of Appropriateness of Zoning Changes

To evaluate the appropriateness of the zoning changes, I have undertaken a review of the Brick Yard Road/Hightstown-Cranbury Station Road area with regard to the following factors: existing land uses, zoning of adjacent lands, traffic and flood hazard constraints.

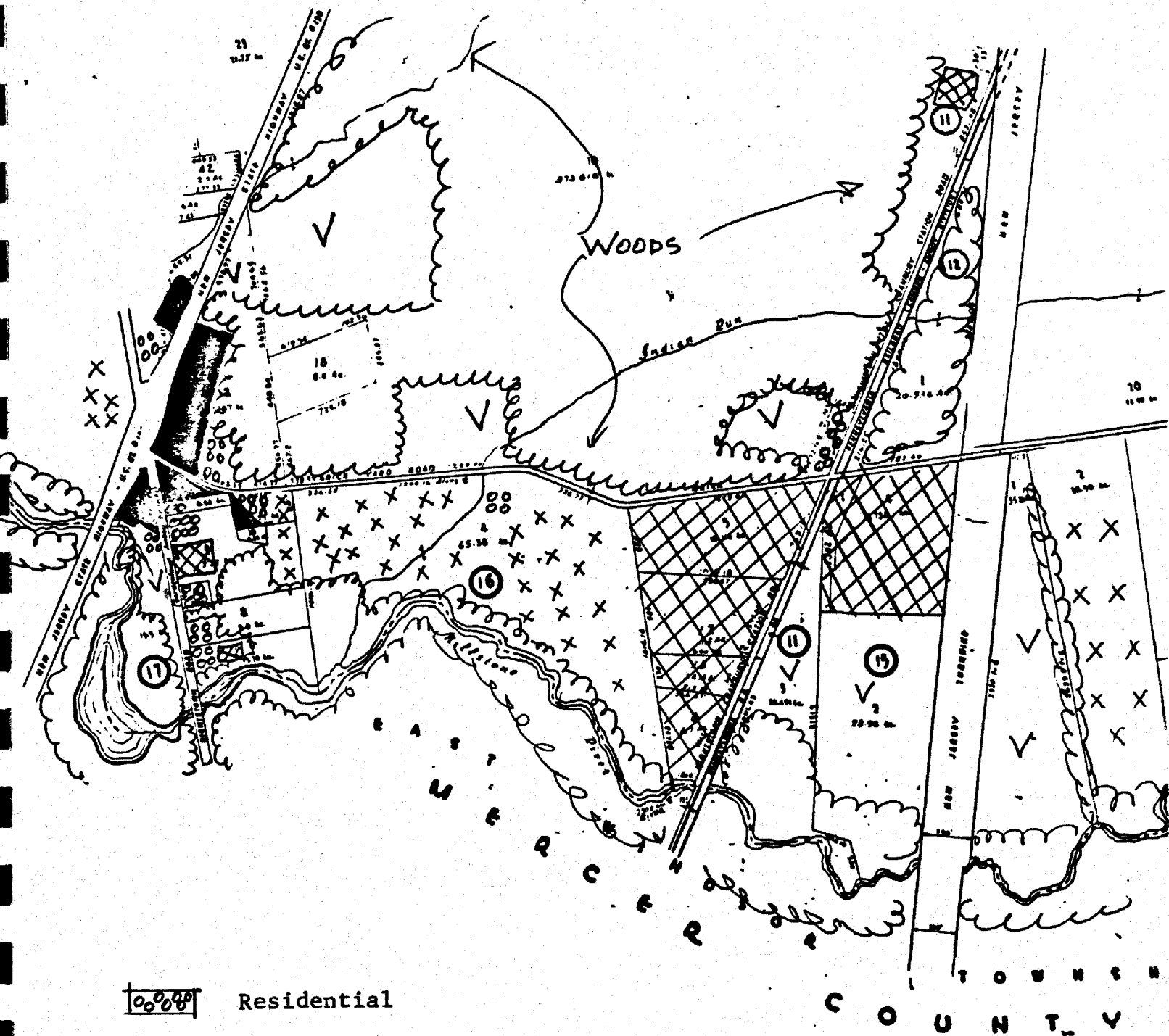
1. Existing Land Uses - The Brick Yard Road area is located in the southeastern section of the township between Route 130 and the New Jersey Turnpike and adjacent to the Millstone River border with East Windsor Township. Existing land uses in this area of Cranbury are indicated on Map 3 and include:

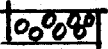


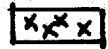




- R-LI -- Residential Light Impact Zone
- I-LI -- Industrial Light Impact Zone
- COR -- Corporate Office and Research Zone
- HC -- Highway Commercial Zone

Map 2

Existing Zoning Map
 Brick Yard Road Area
 Cranbury, New Jersey



-  Residential
-  Commercial
-  Industrial
-  Agricultural
-  Vacant
-  Wooded

Map 3

Existing Land Use Map
 Brick Yard Road Area
 Cranbury, New Jersey

Prepared by:
 Paul F. Szumanski P.P.

--highway commercial uses (gas station, restaurant, furniture, store, etc.) at Rt. 130 and Brick Yard Road;

--A farm on the south side of Brick Yard Road and a wooded undeveloped area "For Sale" on the north;

--heavy industrial uses at the area of intersection of Brick Yard Road and Hightstown-Cranbury Station Road; and

--a single residence on Hightstown-Cranbury Station Road located some 400 feet north of Brick Yard Road.

While the land area along Brick Yard Road itself is generally undeveloped and rural, the character of the area is strongly influenced by the industrial uses found at the intersection area of Brick Yard Road and Hightstown-Cranbury Station Road. At this location are five (5) industrial activities which have located in Cranbury over the last 10 - 15 years and which are described in summary below and, in more detail, in Attachment A.

--Mid-State Filigree Company, Inc. - An out-of-doors manufacturer of precast concrete slabs and beams involving pouring concrete in molds, the curing and finishing of the slabs and beams, the use of heavy construction cranes and forklifts to handle the slabs and trailer trucks for transport. Activity produces some noise and dust, overtime hours and often middle-of-the-night trucking activity. The site was formerly used as a clay pit/brick works and by an out-of-doors metal fabricator.

--Plant Food Chemical Company, Inc. - A licensed manufacturer, distributor and applier of fluid fertilizer. Use is relatively nuisance free, but during the April to July planting season, activity operates a 7-day week with heavy truck activity. The site is part of the former clay pit/brick works.

--Richcrete Concrete Company - A concrete manufacturing plant involving the out-of-door storage of sand and stone, a concrete-mixer and concrete truck activity.

--Browning Ferris Industries of South Jersey - A facility for the parking and repair of refuse trucks and associated equipment used by this solid waste utility company.

--I.B.M. Biomedical - A division of the I.B.M. Corporation which engineers, assembles and tests bio-medical products and ships the products by truck. Employees total 200-250.

2. Zoning of Adjacent Lands

The zoning for lands in Cranbury in the vicinity of Brick Yard Road are shown on Map 2 and generally include "light-impact" residential and industrial use districts. This

also includes some 420 acres of land in Cranbury located east of the New Jersey Turnpike to which Brick Yard Road extends.

The Cranbury industrially-zoned district continues eastward into adjoining Monroe Township and encompasses appropriately 2,000 acres of additional industrially-zoned land. (See Map 4).

It is noted that the Monroe Township Master Plan is presently being updated; however, based on discussion with the Monroe Township Planner, Oross Associates, no changes in classification for the industrially zoned lands adjoining Cranbury are anticipated.

3. Traffic Considerations - Brick Yard Road

Brick Yard Road is one of four (4) parallel roads in Cranbury which traverse through the Township's industrial zone and provide access between Route 130 on the west and Monroe Township on the east. Historically, Brick Yard Road (known earlier as Wyckoffs Mills Road) linked Cranbury Village with agricultural mills located on the Millstone River to the east. Obviously, the road acquired its present name when the previously mentioned clay pit/brick works operated in the area.

a. Existing Traffic

Currently, Brick Yard Road is a somewhat lightly used road serving approximately 1,000 vehicles per day. Traffic is essentially generated by the five (5) existing industrial uses located at the Brick Yard Road/Hightstown-Cranbury Station Road intersection.

Based on interviews with officers of the five (5) existing area industrial businesses, these uses generate on peak operating days approximately 1364 vehicle trips per day of which 832 trips (61%) use Brick Yard Road to Route 130. Additionally, 478 of the 1364 vehicle trips are truck trips of which 325 trips (69%) use Brick Yard Road to Route 130. As shown on Table I, these trucks are large and heavy and somewhat noisy trucks - garbage trucks, cement trucks, tanker trucks, tractor trailers, etc., and use the road throughout the workday.

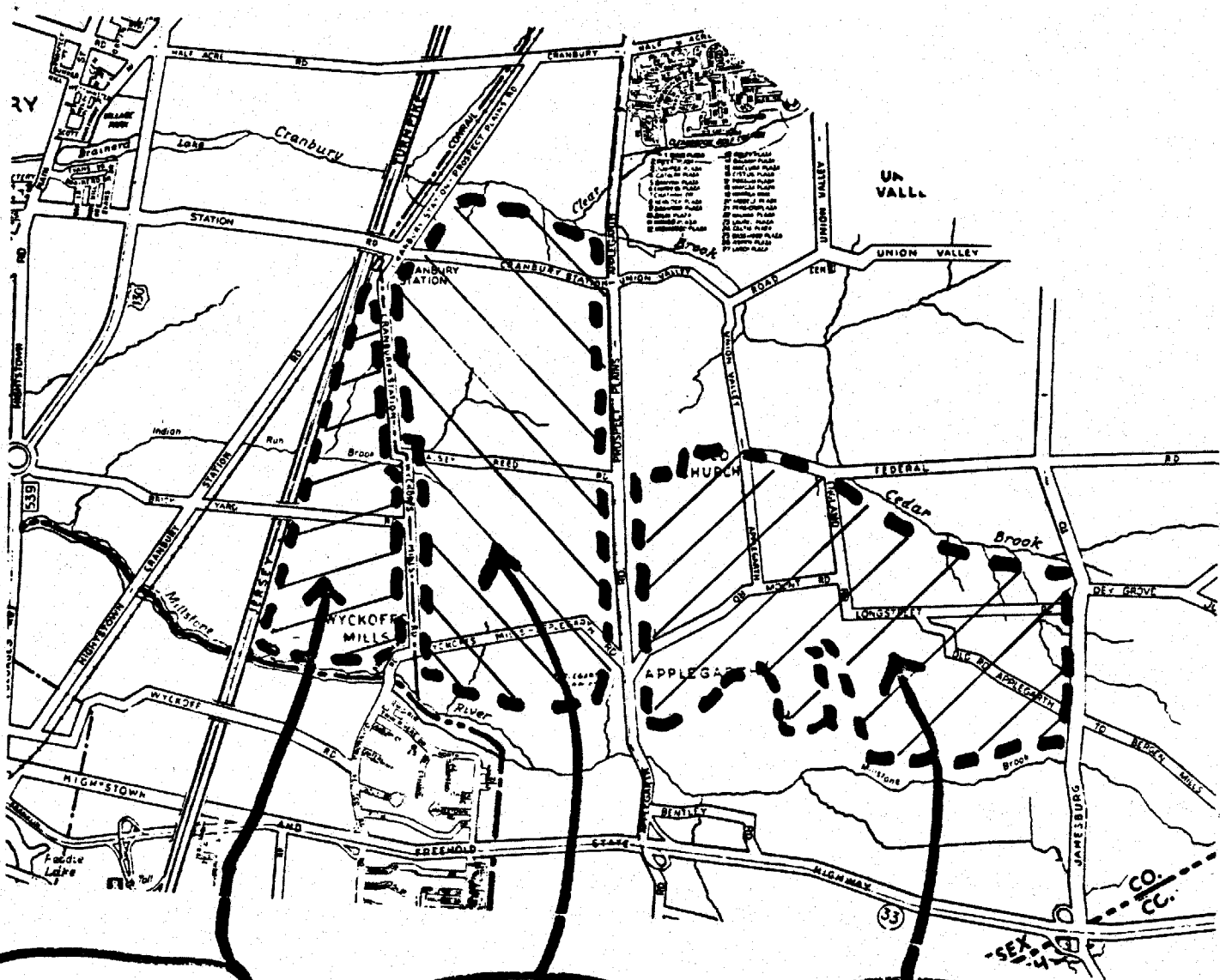
b. Future Traffic Levels

Because Brick Yard Road provides a direct link between Route 130 and undeveloped industrially zoned lands along the New Jersey Turnpike in Cranbury and further east in Monroe Township, it is appropriate to consider future traffic that could reasonably be expected to use Brick Yard Road in the future. Determination of future traffic usage (levels and character) on Brick

Yard Road will also provide insight with respect to the land uses which should be considered as the most appropriate for development along Brick Yard Road.

In this regard, an estimation was made of the traffic which could be generated by industrial development of 420 acres of land in Cranbury and 1,950 acres of land in Monroe. As shown on Table 2, and based on a very conservative approach, full development of these 2,370 acres could generate from 78,000 to 114,600 vehicle trips per day of which 7,900 to 11,400 would be truck trips. Additionally, Table 2 data indicates that the development could add some 13,950 to 20,000 vehicle trips per day on Brick Yard of which 1,450 to 1,900 trips would be truck trips.

Added to existing traffic volumes, Brick Yard Road traffic could potentially range from 15,000 to 21,000 vehicles per day with truck trips totalling approximately 2,000 trips per day.



Cranbury Lands -
420 Acres

Monroe Township
Vacant Area "A" -
1050 Acres

Monroe Township
Vacant Area "B" -
900 Acres

Map of Vacant Industrial Zoned
Lands in Cranbury & Monroe
Townships East of the Brick Yard
Road Area

Map 4
1/84

TABLE I

Existing Brick Yard Road Traffic Generated by Existing Industrial Uses at Peak Periods

| INDUSTRY | EMPLOYEE TRAFFIC | | | | | TRUCK TRAFFIC | | | | | TOTAL TRAFFIC | |
|------------------------------------|---|------------------|-----------------------|------------------------|-------------------------------|--|------------------------|----------------------------|----------------------------|---------------------------|---------------------------------|--|
| | Number Employees | Trips/Day Ea. | Total Trips/Day | % Brick Yard Road | Total No. Brick Yd. Rd. Trips | No./Type Trucks | Trips/Day Ea. | Trips Per Day | % Brick Yard Rd. | Total No. Brick Yard Road | Brick Yard Road (Truck & Empl.) | |
| Mid-State Fillgree Co. | 20 Office 10 Office 60 Yard 5 Visitors | 2 4 2 2 | 40 40 120 10 | 50 100 50 100 | 20 40 60 10 | 10 Concrete Delivery 8 Product Delivery 1 Steel Delivery | 2 2 2 | 20 16 2 | -0- 100 100 | -0- 16 2 | | |
| | TOTAL | | 210 | | 130 | TOTAL | | 38 | | 18 | 148 | |
| Plant Food Chemical Co. | 3 Office 17 Office & Drivers 5 Sales | 6 2 2 | 18 34 10 | 100 50 100 | 18 17 10 | 2 Tankers 3 Line Trucks 9 Fert. Spreader 11 Raw Material Delivery 6 Farmer | 8 8 10 2 2 | 16 24 90 22 12 | 50 50 50 80 80 | 8 12 45 18 11 | | |
| | TOTAL | | 62 | | 45 | TOTAL | | 164 | | 94 | 149 | |
| Richcrete Concrete | 2 Office 18 Drivers | 6 2 | 12 36 | 100 50 | 12 18 | 20 Concrete Trucks 10 Sand Delivery 20 Stone Delivery 5 Cement Delivery | vs 2 2 2 | 100 20 40 10 | 40 100 100 100 | 40 20 40 10 | | |
| | TOTAL | | 48 | | 30 | TOTAL | | 170 | | 110 | 140 | |
| Browning- Ferris | 6 Office 3 Office 21 Drivers 2 Visitor | 2 4 2 2 | 12 12 42 4 | 50 100 50 100 | 6 12 21 4 | 4 Service 10 Refuse Collection 6 Refuse Collection | 4 2 6 | 16 20 36 | 75 75 75 | 12 15 27 | | |
| | TOTAL | | 70 | | 43 | TOTAL | | 72 | | 54 | 97 | |
| I.B.M. | 30 Office 170 Office 10 Sales/Visit | 4 2 2 | 120 340 20 | 50 50 100 | 60 170 20 | 7 Servicing 18 Tractor | 2 2 | 14 36 | 98 98 | 14 35 | | |
| | TOTAL | | 480 | | 250 | TOTAL | | 50 | | 49 | 299 | |
| TOTAL AND PERCENT | | | 870(100%) | | 498(57%) | TOTAL | | 494(100%) | | 325(66%) | 823(100%) | |
| PERCENT OF BRICK YARD ROAD TRAFFIC | | | | | 61% | | | | | 39% | 100% | |

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Table I
1/84Table I
1/84

TABLE II

Estimate of Potential Traffic Volumes on Brick Yard Road
From Development of Vacant Lands Zoned For Industrial
Use in Cranbury and Monroe Townships.
(All numbers are rounded)

| | Cranbury Township | | Monroe Township | | Total |
|--|------------------------------|-------------------------|------------------------------|--|-------------------|
| | Light Impact Industrial Area | | Light Impact Industrial Area | | |
| | | Area A | Area P | | |
| (1) Area Total-Acres | 320 | 1050 | 900 | | 2,270 |
| (2) Percent Developable | 70% | 70% | 70% | | - |
| (3) Acres Developable | 224 | 735 | 630 | | 1,589 |
| (4) Permitted Floor Area | .26 F.A.R. | 30% Bldg. Coverage | 30% Bldg. Coverage | | - |
| (5) Potential Floor Area-Acres | 58 | 221 | 189 | | 468 |
| Square Feet | 2,536,000 | 9,627,000 | 8,233,000 | | 20,386,000 |
| (6) Potential No. Employees | 7,600 to 10,100 | 19,250 to 28,900 | 16,500 to 24,700 | | 43,350 to 63,700 |
| @ = | (3/1000 SF) (4/1000 SF) | (2/1000 SF) (3/1000 SF) | (2/1000 SF) (3/1000 SF) | | |
| (7) No. Employee Vehicles [90% line (6)] | 6,800 to 9,100 | 17,300 to 26,000 | 14,900 to 22,200 | | 39,000 to 57,300 |
| (8) No. Employee Trips 2 x (7) | 13,600 to 18,200 | 34,600 to 52,000 | 29,800 to 44,400 | | 78,000 to 114,600 |
| (9) Percent Employee Trips on Brick Yard Road | 30% | 20% | 5% | | - |
| (10) No. Employee Trips on Brick Yard Road | 4,100 to 5,500 | 6,900 to 10,400 | 1,500 to 2,200 | | 12,500 to 18,100 |
| (11) Percent Truck Trips of Employee Trips | 10% | 10% | 10% | | |
| (12) Number Truck Trips | 1,400 to 1,800 | 3,500 to 5,200 | 3,000 to 4,400 | | 7,900 to 11,400 |
| (13) Percent Truck Trips on Brick Yard Road | 40% | 20% | 5% | | - |
| (14) No. Truck Trips on Brick Yard Road | 600 to 700 | 700 to 1,000 | 150 to 200 | | 1,450 to 1,900 |
| (15) Total Trips on Brick Yard Road (10) + (14) | 4,700 to 6,200 | 7,600 to 11,400 | 1,650 to 2,400 | | 13,950 to 20,000 |
| | | | | | ----- |

(See Notes - Attached)

Table II
1/84

Table II - Attachment

Notes

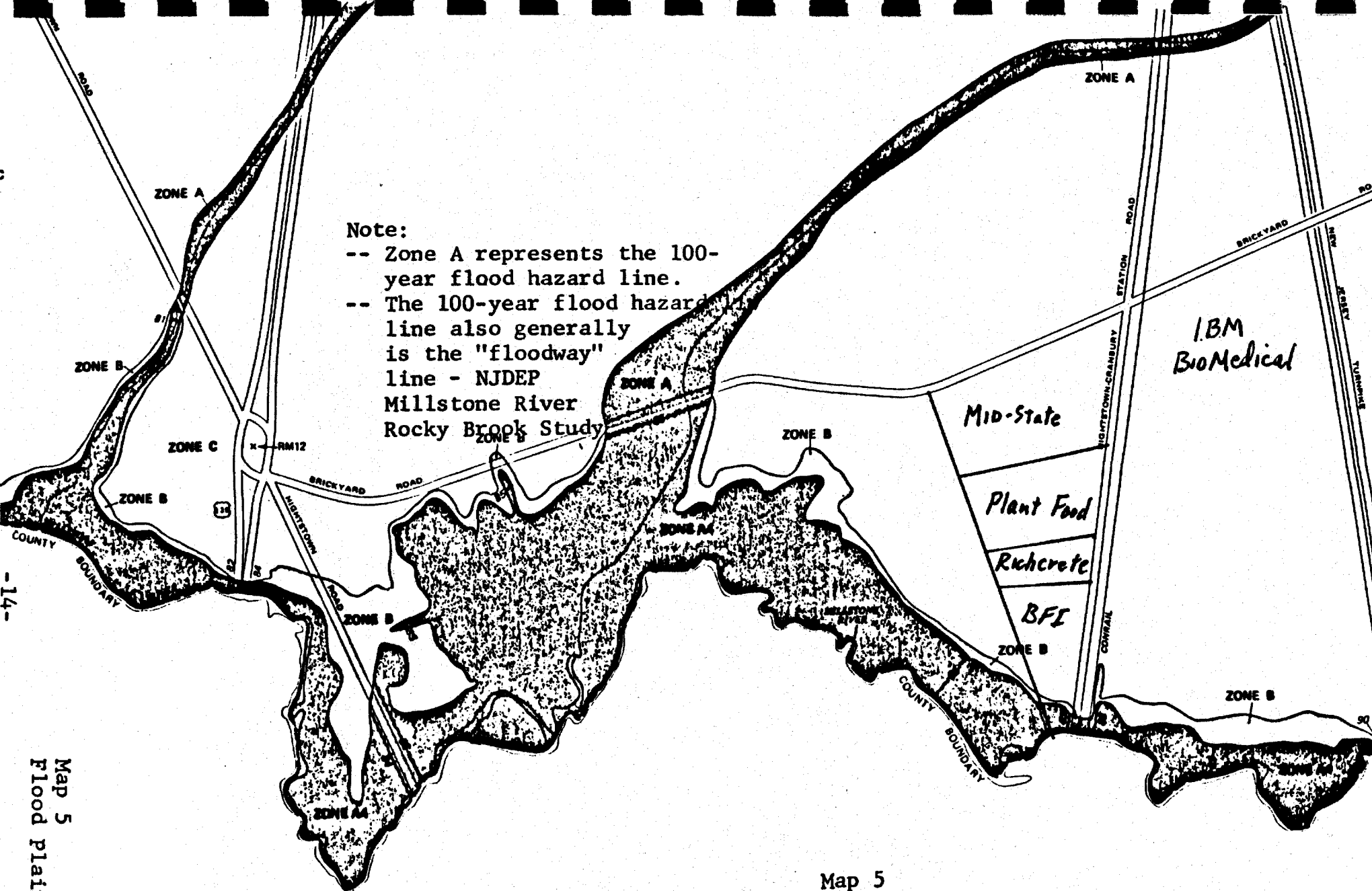
- Item (2) - % Developable is an estimation of net land to be subdivided and be the basis for floor area development. The 30% reduction provides for new roads and the preservation of open space areas.
- Item (4) based on proposed zoning provisions for Cranbury and existing Monroe Township regulations for light impact industry.
- Item (7) - No. Employee Cars - assumes a 10% reduction due to carpooling, absenteeism, etc.
- Items (8) and (12) -Total employee and truck trips. Estimated numbers are reasonable and conservative especially when considering volumes determined under the following optional methods of estimating:
 - a. Traffic engineering general standard of 60 trips per acre per day for industrial areas of which 10% are trucks. Would calculate to an aggregate total of 95,000 total vehicle trips per day of which 9,500 are truck trips.
 - b. Urban Mass Transportation Administration 1978 truck traffic data published in "Characteristics of Urban Transportation Demand" which estimates 5 truck trips per acre for manufacturing use and 32 truck trips per acre for wholesaling use. No figures on general office use provided. Assuming only an average of 10 truck trips which is greater than Table II figures.
- Items (9) and (13) - % of trips on Brick Yard Road is
- represented as a reasonable estimate taking into account options available, most direct route to Rt. 130, proposed Rt. 92, etc.

Table II
1/84

4. Flood Plain Factors

Portions of the lands in the Brick Yard Road area are affected by the flood plain of the Millstone River and the Indian Run. As shown on Map 5, this flood plain constraint most severely impacts lands south of Brick Yard Road zoned Residential-Light Impact and generally limits development to a 15⁺ acre area which is immediately adjacent to the existing Hightstown-Cranbury Station Road industrial uses described earlier.

Data represented on Map 5 is based on Federal Emergency Management Agency Flood Insurance Rate Map for the Township of Cranbury dated May 17, 1982 and N.J.D.E.P., Flood Hazard Report No. 12 for the Millstone River Rocky Brook dated February 1973 and is consistent with data indicated on Plate 11-3, "Flood Plains", of the Cranbury Township Land Use Plan and Agricultural Conservation Element.



Note:
 -- Zone A represents the 100-year flood hazard line.
 -- The 100-year flood hazard line also generally is the "floodway" line - NJDEP Millstone River Rocky Brook Study

Note :
 --Map is a reproduction of a part of the FIRM Flood Insurance Rate Map , FEMA, May 17, 1982

Map 5
 Flood Plain Map
 Brick Yard Road/Hightstown-Cranbury
 Station Road Area
 Cranbury, New Jersey

Prepared by: Paul F. Szymanski P.P.
 1/84

Map 5
 Flood Plain Map

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E. Findings

Based upon a review of the factors discussed in D. above, my findings with respect to the appropriateness of current zoning for the Brick Yard Road area are as follows:

- a. Industrial usage is quite appropriate for the lands along the New Jersey Turnpike corridor and the Brick Yard Road area based on existing land utilization and future traffic usage on Brick Yard Road.
- b. Single family residential use located in proximity to the Hightstown-Cranbury Station Road "heavy" industrial uses is undesirable and inappropriate given the performance and aesthetic factors associated with the existing industrial uses. The significance of this finding is further demonstrated by the fact that any residential development would be forced to be located immediately adjacent to the "heavy" industrial uses due to the extent of the Millstone River - Indian Run flood plain area.
- c. The reasonableness and feasibility of development of the Brick Yard Road area for 3-acre single family residential lots appears in its face to be questionable given the character of the area, the extent of the Millstone - Indian Run flood plain area, and the nature of land development patterns in Cranbury.
- d. Brick Yard Road's importance as a township roadway will increase substantially in the future as the 1,300 vacant industrially zoned lands east of the Turnpike in Cranbury and Monroe develop. Potential traffic volumes of 14-20,000 cars and trucks per day would produce noise, air pollution and other nuisances and traffic safety concerns. In this light, rezoning for low density single family home use is also inappropriate.

F. Recommendations

1. Zoning District Lines

Based on the findings noted in E. above, it is recommended that the Township of Cranbury change the zoning of the Brick Yard Road area in a manner which would; (1) provide for compatibility between land uses; (2) utilize existing natural features in establishing zone district lines, and (3) recognize the future potential extent and character of traffic usage on Brick Yard Road as a determinant of land use and zoning.

To achieve the above, the following re-zoning options for the Brick Yard Road area should be considered.

--Re-Zoning Option #1 - See Map 6A

Relocate the R-LI/I-LI zone line to follow Brick Yard Road and the Indian Run streambed as indicated on Map 6A. This recommendation would recognize and establish the existing flood plain area as a natural buffer between the two land uses, and be more realistic in terms of development restrictions in this area of Cranbury. To use the existing industrial property lines as a land use break is artificial and would not provide for the needed buffering between land uses.

Also, except for agricultural uses, permitted use in the R-LI residential zone should be restricted to clustered housing, with a requirement that such housing be located no closer than 300 feet from non-residential zone lines and Brick Yard Road.

--Re-Zoning Option #2 - See Map 6B

Under Option #2, lands situated south of Brick Yard Road are to be re-zoned to Industrial-Light Impact, but for the area north of Brick Yard Road, re-zoning would be to a Planned Unit Development - PUD.

Development standards/criteria for the PUD could include:

- permitted land uses including a variety of housing types, light impact industrial uses and perhaps commercial facilities.
- requiring a "balance" of housing units and jobs in the PUD.
- prohibiting development in "critical" land areas.
- establishing a maximum permitted net residential density.
- requirements for buffer areas between residential and non-residential uses, both on and off-tract.
- guidelines with respect to locations for land uses taking off-tract uses under consideration.
- provisions to encourage maximum clustering on the site to protect critical lands and other site features.
- requiring a mandatory set aside of low and moderate cost housing units.

--Re-Zoning Option #3 - See Map 6C

Re-Zoning Option #3 repeats Options #1's recommendation with respect to industrial zoning lines, but suggests that the Residential-Light Impact Zone be re-classified as a Planned Residential Development - PRD.

The PRD area would be developed in accord with standards and criteria similar to the PUD Option and Cranbury's PD-MD or PD-HD areas. The density for the PRD area should be reflective of the site's location along U.S. Route 130,

permitted, density of adjacent residential lands, and any development limitations of the site itself.

--Re-Zoning Option #4 - See Map 6D

Under Option #4, lands south of Brick Yard Road are re-classified as Industrial-Light Impact.

However, for land north of Brick Yard Road, Option #4 suggests splitting up the land area into two zones in a north-south manner. The eastern 180 acres is classified as I-LI and becomes part of the light industrial corridor along the N.J. Turnpike. The western portion (200 acres) along Route 130 would be re-zoned at an appropriate density as discussed under Option #3.

2. Industrial - Light Impact Zone (I-LI) Uses and Standards

As discussed under C. above, Cranbury's definition of "light industrial" use together with the requirement that all industrial activity be "within enclosed structures" will impact existing uses on Hightstown-Cranbury Station Road which, because of the nature of the uses, require out of door industrial activity and the processing of raw materials.

It is accordingly recommended that I-LI zoning requirements be amended to at least permit heavier industrial uses as a "conditional use". In this regard, the following is suggested wording:

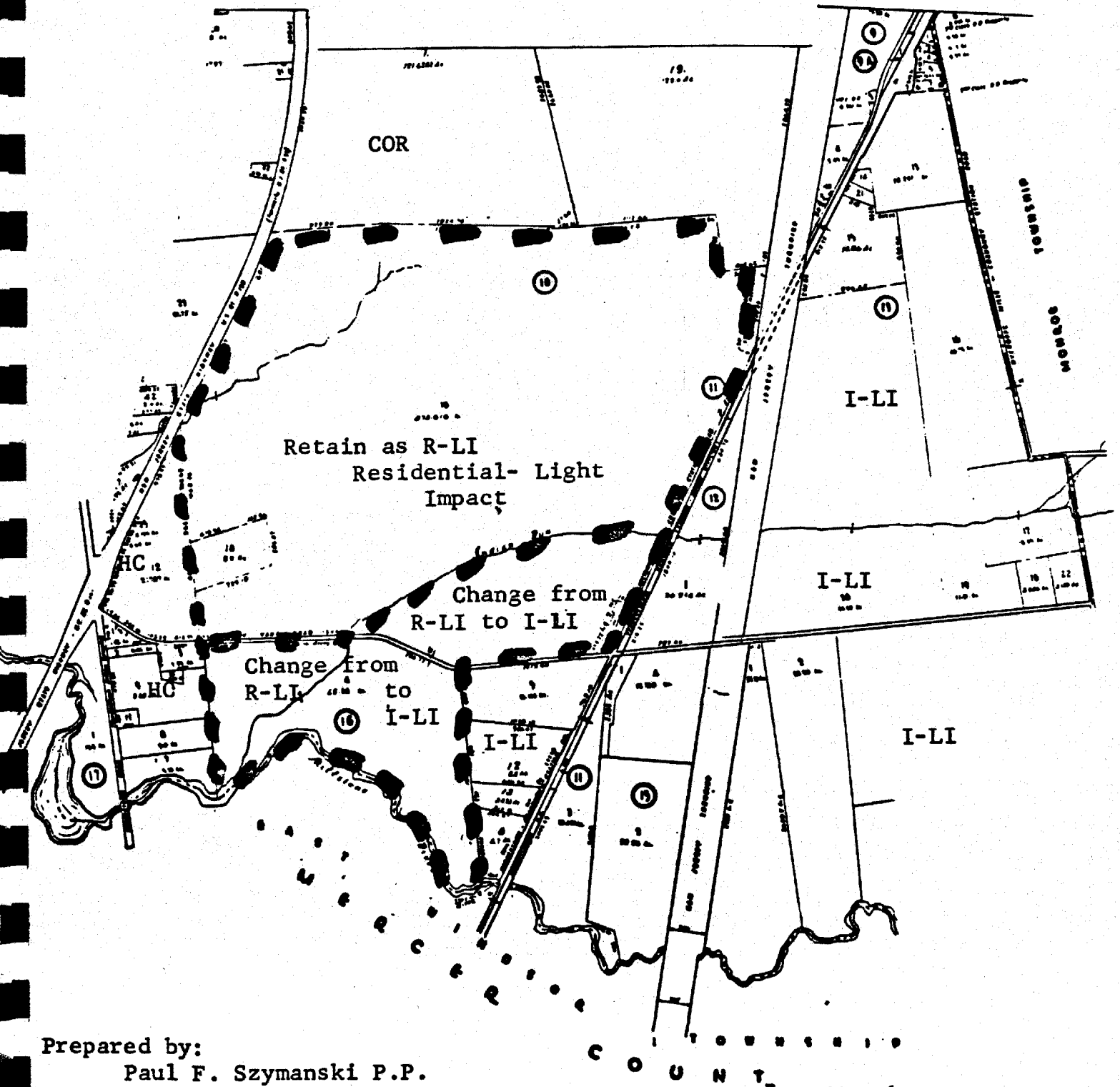
For Section 13-102 of the draft ordinance:

Add c. Industrial uses involving the out-of-door processing and/or storage of raw materials or equipment subject to the following conditions:

1. Area: Minimum lot area shall be three (3) acres.
2. Floor area ratio: 0.22 for a one story building and 0.30 for a multi-story building.
3. Impervious coverage: Impervious surfaces in the aggregate shall not cover more than 50 (50%) percent of the lot.
4. Frontage: Minimum street frontage shall be three hundred (300) feet.
5. Front, Side and Rear Yards: Minimum 50 feet each yard.

Map 6A

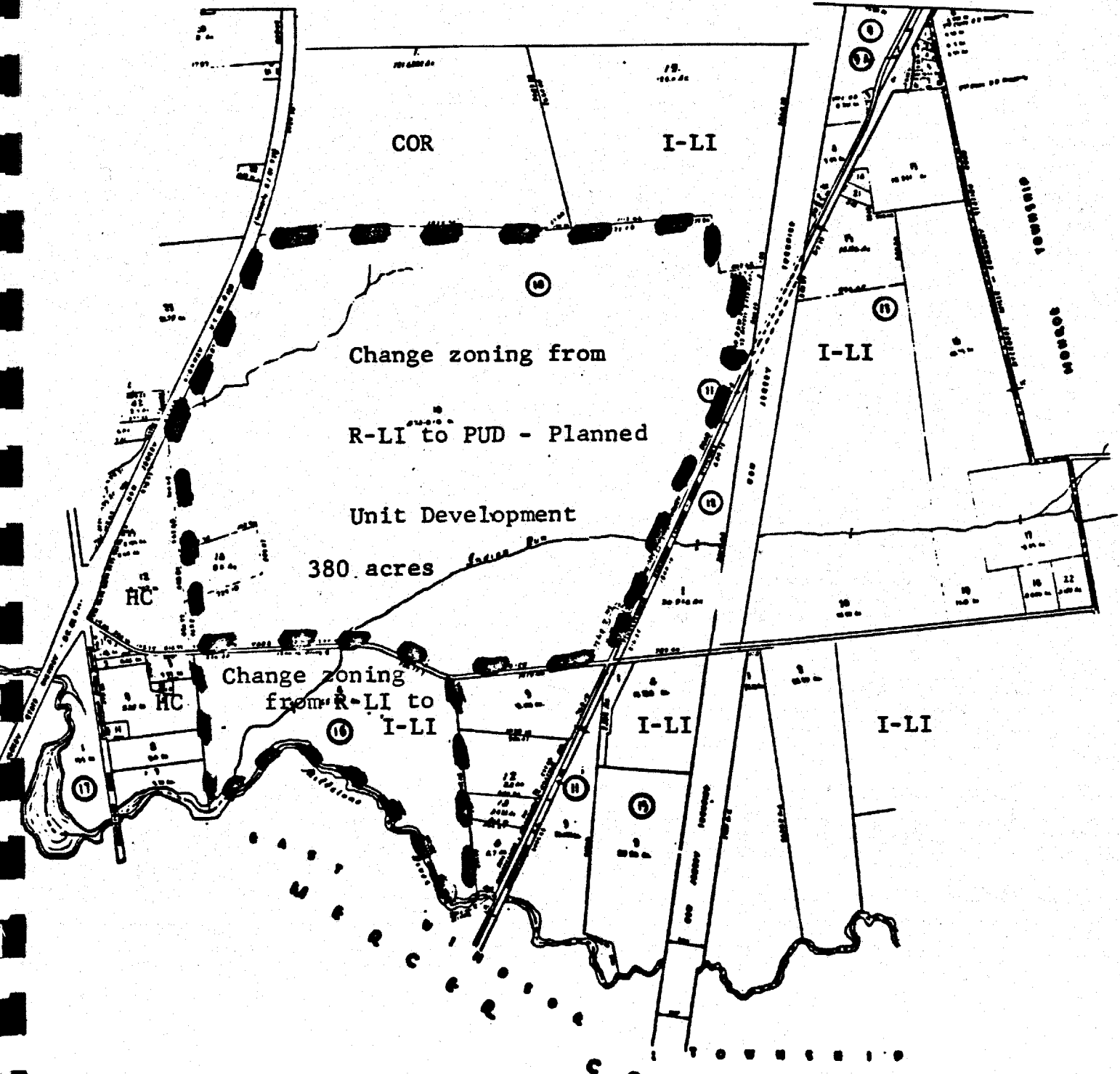
Re-Zoning Option #1
Brick Yard Road Area
Cranbury, New Jersey



Prepared by:
Paul F. Szymanski P.P.
East Windsor, N.J.

Re-Zoning Option #2
Brick Yard Road Area
Cranbury, New Jersey

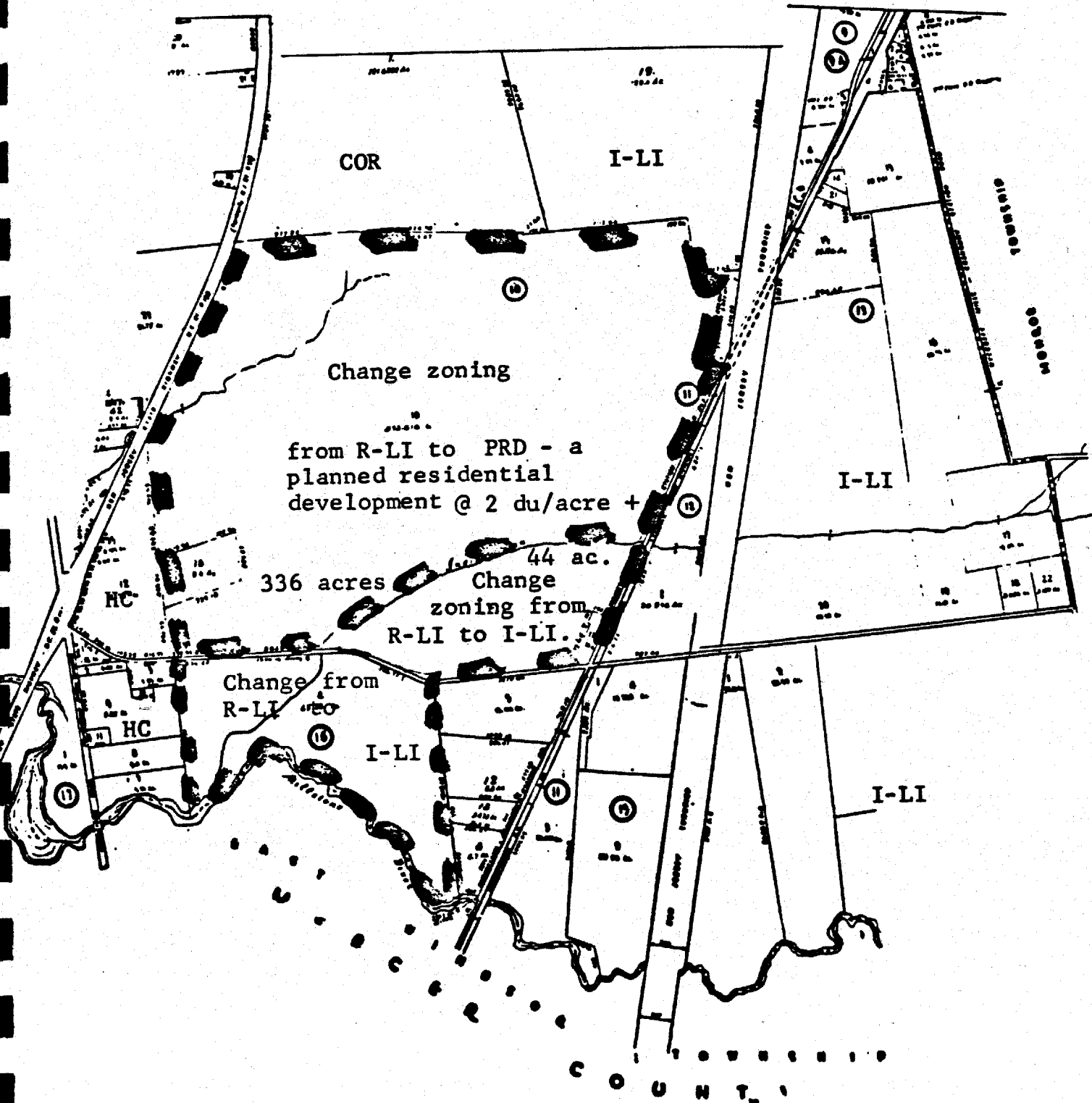
Map 6B



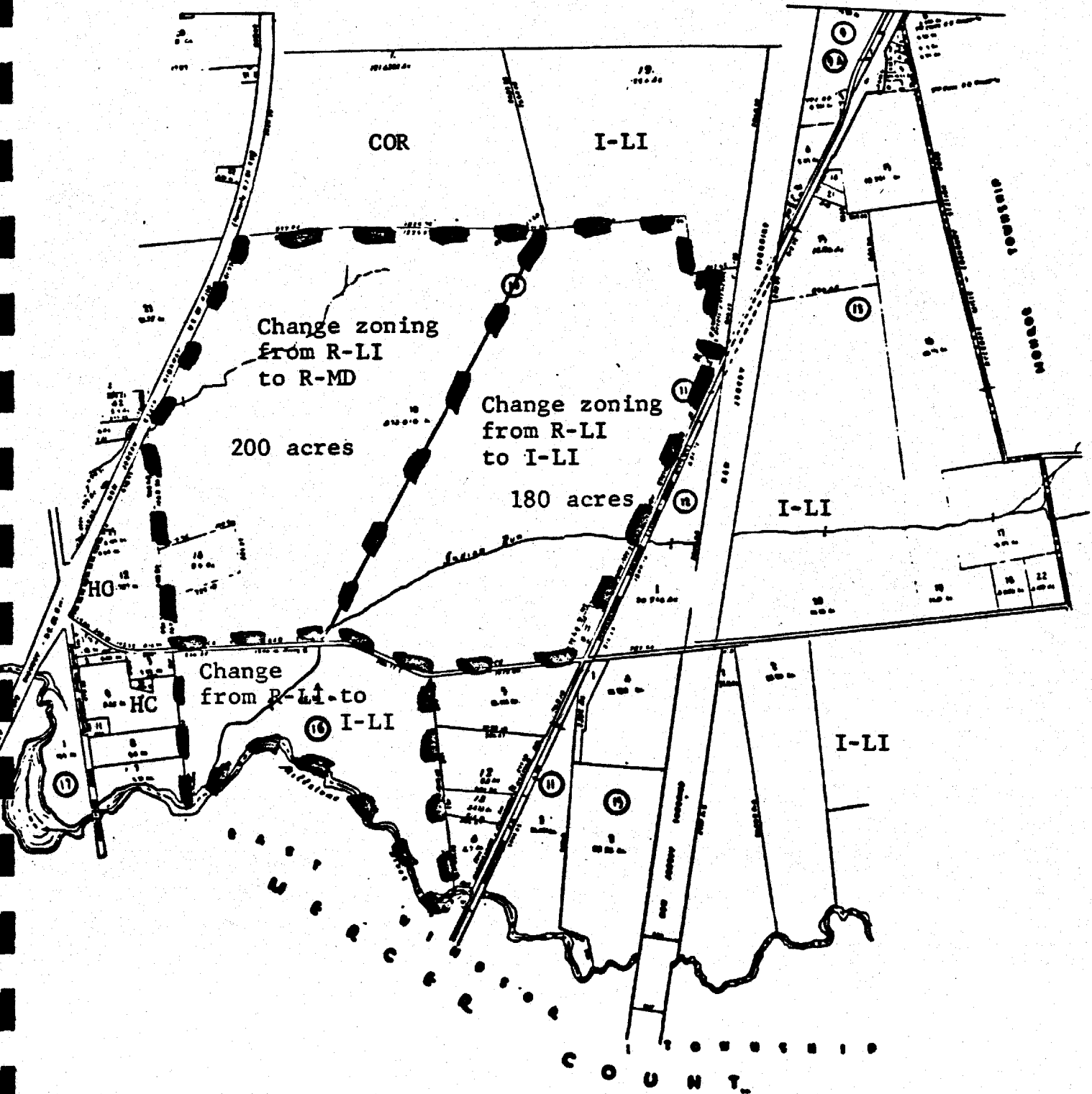
Prepared by: Paul F. Szymanski P.P.
East Windsor, New Jersey

Map 6B
Re-Zoning Option #2
1/84

Re-Zoning Option #3
Brick Yard Road Area
Cranbury, New Jersey



Re-Zoning Option #4
Brick Yard Road Area
Cranbury, New Jersey



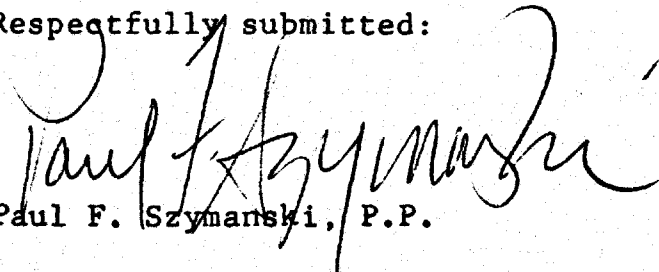
6. Building Height: Maximum building height shall be forty (40) feet.

7. Parking: Up to a maximum of twenty-five (25%) percent of all required parking facilities may be located in the front yard and the remaining required parking shall be located in the rear yard and screened from public view at the street line. No parking shall be located nearer than twenty-five (25) feet to any property line other than the street line. All parking and service areas shall be screened from the view of adjoining properties or streets.

8. Screening - All materials and equipment which is not within enclosed buildings shall be screened from adjacent properties and roadways by a continuous screen consisting of a double row of evergreen trees at least five (5) in height and planted four (4) feet on center.

9. Buffers - A thirty (30) foot buffer area shall be provided along residential zone district lines in order to minimize the glare of headlights, lights from structures, noise and the movement of people and vehicles and other activities. Buffer areas shall be provided with fencing, evergreen and deciduous plantings, berms, etc. or combinations thereof to achieve stated objectives.

Respectfully submitted:



Paul F. Szymanski, P.P.

ATTACHMENT A

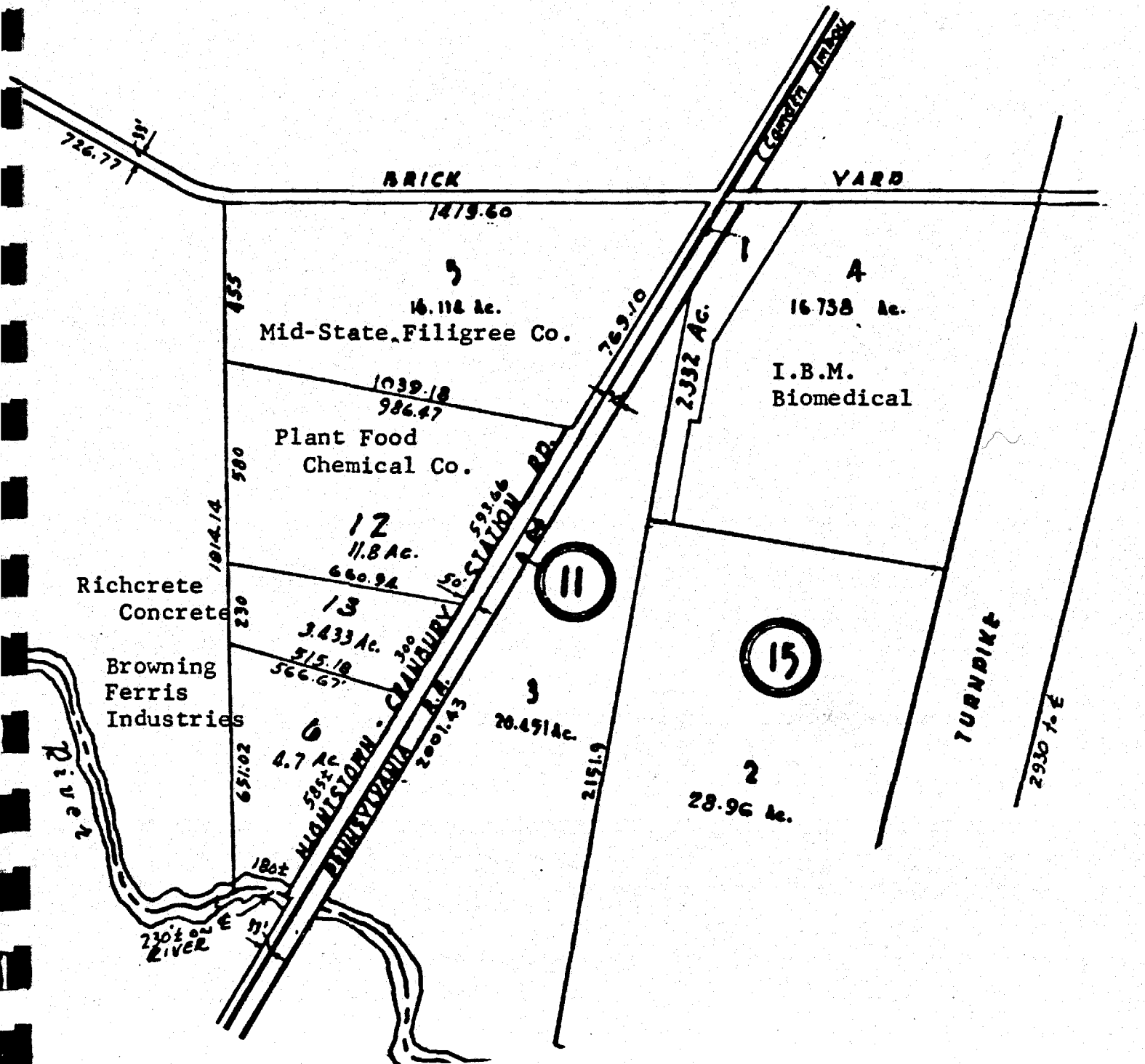
The following is a description of the various industrial activities located in the vicinity of Brick Yard Road and Hightstown-Cranbury Station Road in Cranbury, N.J.

Sources of information:

- (1) Mid-State Filigree Company, Inc.
Mr. Henry Wise, President
- (2) Plant Food Chemical Company, Inc.
Mr. William T. Lubas, General Manager
- (3) Richcrete Concrete Company
Mr. G. Tobish, President
- (4) Browning Ferris Industries of South Jersey
Mr. Richard T. Reilly, President
- (5) I.B.M. Biomedical
Messrs William Carlson, O'Keefe and
Robert Keller

LOCATION OF EXISTING BRICK YARD ROAD/HIGHTSTOWN -

CRANBURY STATION ROAD INDUSTRIAL BUSINESSES



Name of Industry: Midstate Filigree System, Inc.

Property Location: Tax Block 16, Lot 5
Corner of Brick Yard Road and
Hightstown-Cranbury Station Road

Size of Property: 16.1 acres

How Long in Cranbury: Since 1972. Midstate is successor
company to United Filigree Corporation
and, its successor, Johns Manville
Structural Systems Corporation.

Nature/Description
of Industrial
Business: Midstate Filigree System, Inc. is a
highly specialized company manufac-
turing precaste wideslab concrete
decking and beams for the construction
industry.

Its Cranbury operation involves
product sales and engineering, out-of-
door product manufacturing, storage
and product shipping.

Customers served are generally in the
northeast within a 400 mile radius.

Number of Employees: Base employment is approximately 20
office and 25-30 yard workers.

Peak periods (responsive to cyclical
demands of construction industry)
raise employment to a total of 90-100
workers.

Work Hours: Normally, 7:00 a.m. to 5:30 p.m. In
peak production periods (with
favorable weather) work continues in
order to load trucks to 9:00 p.m. and
sometimes later. Product shipping
frequently occurs during the middle of
the night as concrete slabs or beams
are "over-sized" - often up to 80 feet
in length.

Traffic Factors:

Traffic generated by Midstate is from the following sources:

- daily employee trips
- customer visits
- concrete deliveries
- steel & miscellaneous material deliveries
- tractor trailer trucks for product shipping

See Table I for a numerical calculation of traffic volumes.

Other Comments:

Use occupies site as a change of user. Site is part of original brick works/clay pit. Prior use was for a metal product fabricator.

Name of Industry: Browning-Ferris Industries of South Jersey

Property Location: Block 16, Lot 6
Hightstown-Cranbury Station Road

Size of Property: 4.7 acres

How Long in Cranbury: Since 1976 although originally Princeton Disposal Company.

Nature/Description of Industrial Business: B.F.I. Inc. is a solid waste collection utility. It provides residential refuse collection in Cranbury, Princeton Borough and West Windsor and has commercial accounts (businesses, institutions, apartments, etc.) in Monmouth, Mercer and Middlesex County.

The Cranbury site provides for the following company activities: office use, parking, storage and repair of trucks and refuse containers in connection with the solid waste operation.

Vehicles: B.F.I. currently has 16 refuse collection trucks and 4 service vehicles.

Number of Employees: 9 office and administrative; 21 drivers.

Work Hours: Monday to Friday - 4:00 a.m. to 7:00 p.m. for both office and truck activity. Trucks depart site between 4:30 a.m. and 5:30 a.m. and return between 12:00 noon to 2:20 p.m.

On Saturday, 4 trucks are in operation.

Traffic Factors:

B.F.I. generated traffic is from:

- employee trips
- refuse collection vehicles
- service vehicle trips

See Table I for more detail on vehicle traffic generated by B.F.I.

Other Comments:

Site Plan for use approved by Cranbury Township Planning Board on August 19, 1976 - applicant was D & M Pollera (for Princeton Disposal Company).

The company will be growing with regional growth, especially in West Windsor and Cranbury.

Name of Industry: I.B.M. Biomedical

Property Location: Block 15, Lot 4
Brick Yard Road

Size of Property: 16.7 acres

How Long in Cranbury: I.B.M. became building tenant in June of 1982. Hoffman-LaRoche is building owner and former tenant.

Nature/Description of Industrial Business: Assembly and testing of bio-medical products including engineering, sales and administration and shipping.

Number of Employees: 200-250

Traffic Factors: I.B.M. traffic generated from:

- employees
- product tractor trailer shipping and delivery
- vending and other servicing vehicles

See Table I for more detail on I.B.M. traffic.

Name of Industry: Plant Food Chemical Company, Inc.

Property Location: Tax Block 16, Lot 12 Hightstown-Cranbury Station Road.

Size of Property: 11.8 acres

How long in Cranbury: Since 1963

Nature/Description of Industrial Business: Plant Food Chemical Company, Inc. is a manufacturer, distributor and applicator of chemical and organic fluid fertilizers. The company services some 300 agricultural, nursery, school, industrial and commercial clients within a 20 mile radius of Cranbury and is the principal fertilizer (and lime) supplier to the Cranbury farm industry. The company is licensed by the New Jersey Department of Agriculture.

On site facilities include office quarters, fluid fertilizer mixing machinery, raw material storage tanks and vehicle garaging and repair buildings.

Number of Employees: Approximately 20 - 7 office and sales, 13 drivers.

Work Hours: Peak period from April to July is from 6:00 a.m. to 8:00 p.m., Monday to Saturday and often Sundays.

Off-peak periods - 8:00 a.m. to 5:00 p.m., Monday to Friday and Saturday mornings for maintenance.

Traffic Factors:

Traffic generated by Plant Food is from the following sources:

- daily employee trips
- salesmen/customer visits
- company owned vehicles:
 - 2 tractor trailer tankers
 - 9 liquid fertilizer spreader trucks
 - 3 lime trucks
- raw material deliveries of potash, lime, solution nitrogen, etc.

See Table I for numerical calculation of traffic volumes generated by Plant Food Chemical, Inc.

Other Comments:

Site is part of original brick works/clay pit site. Operation is safe and creates no odors and little noise and dust. No explosive products are on site.

Name of Industry: Richcrete Ready-Mix Company, Inc.

Property Location: Block 16, Lot 13
Hightstown-Cranbury Station Road

Size of Property: 3.43 acres

How Long in Cranbury: 1965

Nature/Description
of Industrial
Business: Prepares mixed concrete on the site
and delivers same to construction jobs
within a 15 mile distance of Cranbury.
Operation involves on-site storage of
sand and stone, a concrete mixer,
vehicle parking and repair facilities
and office use.

Business activity is responsive to
building construction industry
demands.

Number of Employees: 15 to 20

Work Hours: Weather permitting, usually from 7:00
a.m. to 5:00 p.m. (or earlier) Monday
to Friday and occasionally Saturdays.

Traffic Factors: Traffic generated by Richcrete is
from:
-- employee trips
-- raw product deliveries - sand,
stone and concrete
-- cement truck deliveries

See Table I for more details on
vehicle trips of company.

Other Comments:

Company was granted a use permit from the Cranbury Township Zoning Board of Adjustment on February 10, 1965. It is noted that one of the conditions of approval was a prohibition of delivery trucks through residential areas of the township and as agreed to by Richcrete.

Additionally, the operation of the concrete plant does create both noise and dust.

Paul F. Szymanski, AICP, PP

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PROFESSIONAL SUMMARY

Community development consultant with extensive experience in providing a comprehensive range of planning, design and management services to public and private clients engaged in the analysis, development and improvement of real estate and the urban environment. Expert in the formulation of goals and priorities for improvement activities and in the development of management plans for achievement of project objectives.

EDUCATION

Rutgers University, B.A. Economics and City Planning, 1962

New York University, completed graduate course work for Masters of Urban Planning

MEMBERSHIPS IN PROFESSIONAL ORGANIZATIONS/LICENSES

- Licensed Professional Planner, State of New Jersey, #LI01773
- Member, American Planning Association
- Member, American Institute of Certified Planners

EMPLOYMENT HISTORY

1980 - Present Planning, Zoning and Community Development Consultant

1962 - 1980 Project Director/Senior Planner
Candeub, Fleissig and Associates, Newark, New Jersey
Consultants in Community Development and Environmental Planning

EXPERIENCE

• Municipal Planning

Consultant planner to municipal planning and zoning boards for the purposes of providing general assistance and the review of land development applications. Clients include East Hanover, Manasquan, Princeton Borough and Princeton Township.

• Master Planning and Recreation Planning

Directed the preparation of Comprehensive Master Plans for land use and development in numerous communities including Bernardsville, Manasquan, Saddle Brook, Shrewsbury and South Orange, New Jersey, and Del Ray Beach, Florida. Supervised the development of a Park and Recreation Master Plan in Hamilton Township, New Jersey to serve a year 2000 population projected to exceed 100,000 people.

● Land Development Regulations/Planning Expert

Specialist in the writing of zoning, subdivision and site plan ordinances and other comprehensive land development regulations for municipal adoption. Extensive experience as expert and expert witness in Planning and Zoning Board actions and Superior Court trials.

● Land Development Planning

Managed the development of plans for land improvement programs for major corporations including: a 25-30 year plan for an 8,000 acre area being strip-mined by the American Smelting and Refining Corporation (ASARCO) in Ocean County, New Jersey; a design for a 650 acre tract in the Hackensack Meadowlands for the Empire Development Corporation and a plan for the Prudential Insurance Company for a 300 acre parcel in Morris County, New Jersey. These programs involved site analysis, the evaluation of market, zoning, improvement, costs, development impacts and land use determinations.

● Central Business District Programs

Developed plans and provided management assistance for central area revitalization programs in numerous cities. Recent projects include a \$30 million, 40 acre redevelopment project in Troy, New York; a \$13 million, 170 acre program in Lakewood, New Jersey; a \$25 million, 35 acre project in Glen Burnie, Maryland; and a 40 acre business area plan for Tempe, Arizona. Integral to these studies was detailed analysis of market conditions, traffic, urban design, development opportunities, implementation and financing strategies.

● Economic Development

Experienced in formulating economic development plans and strategies for promoting and marketing industrial lands. Developed contacts with state officials, utilities and realtors. Projects directed include formulation of an economic development promotion program for 3,500 industrial acres in Hamilton Township (Mercer County), New Jersey, and a site development/subdivision plan for the Koppers Company Inc. for 150 acres of waterfront property in the Hackensack Meadowlands.

● Program Management

Provided a broad range of management services to clients - capital improvement programs, budgets and financing plans, land disposal procedures and documents, implementation schedules, often employing the PERT system, and project evaluation monitoring.

● Community Relations

In depth experience in assisting clients in presenting programs to a variety of review and approving bodies - HUD, state agencies, elected officials and local review boards. Extensive experience as liaison between clients and chambers of commerce, business groups and resident citizen participation organizations.

For Discussion Purposes OnlyHousing Impact Considerations Relating To
Re-Zoning of Brick Yard Road Area to Industrial

Size of Area: - Area proposed for re-zoning totals 109 acres.

Probable Use of Lands: Due to location, existing industrial uses, nature of land, lack of visibility and other amenities, the most likely use of the lands under industrial zoning would be manufacturing and warehousing uses, not office/research uses.

Employment Generated: Based on Table IV appearing on page III-21 of the Cranbury Land Use Plan, the estimated range for potential employees is:

For Ind/Lt. Ind - 1 - 3 jobs per gross acre.

Potential Employees Brick Yard Area = 109
acres x 1 - 3 jobs/acre = 109 to 327 jobs.

Housing Considerations: Again, using Cranbury Master Plan relationships of 1.5 jobs per housing unit (page III-21), the 109 to 327 jobs will generate from 73 to 218 housing units.

Cranbury Re-Zoning to Provide for "Additional" Jobs - Not Necessary !!

There is no need to re-zone lands to residential use to provide for the possible new jobs that re-zoning the Brick Yard Road 109 acres might generate.

The jobs to housing units - numerical aspects - will have no substantial impact on Cranbury's Master Plan or Zoning and can be "absorbed" into the existing "housing - jobs balance" discussed in the Master Plan - page III-19.

Facts from the Master Plan in this regard are:

- Maximum number new housing units that could be built on residential zoned lands = 3,200 units.
- Potential Employees at Full Development = 9,170 jobs.
- 9,170 new jobs at 1.5 jobs per housing unit = 6,113 housing unit.
- The "gap" between the potential of employment generate housing and the maximum number of units possible under the plan is 2,913 units. And this "gap" is recognized in the Plan of Cranbury and acceptable to the community as a "reasonable" jobs to housing relationship.

Accordingly, the possibility of generating an additional demand for 73 to 218 new units can reasonable be "absorbed" into the existing "gap".

Re-Zoning to Meet Brick Yard Road Added Employment - Re-zoning to provide is not necessary. But to do so the following is suggested:

Change the allowed maximum density for the PD-MD zone located on the west side of Route 130 south of Cranbury Village from 3 d.u.'s per acre to 4 d.u.'s per acre.

This change will have no significant effect on the Township's planning documents, future population or character, and can easily be accommodated, especially for a land area served by Route 130 - one of the region's principal state highways.

This density increase would provide for 135 additional housing units on the site. Also, since development of the site even at current zoning requires securing land development "credits" from the A-100 zone, the added density will further stimulate the potential success of the transfer of developments credit program.

Paul F. Szymanski P.P.