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Suitability analysis for a
proposed Mt. Laurel II develop.
on the Cranbury land company
site in Cranbury twp, N. S.

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SUITABILITY ANALYSIS FOR A PROPOSED

MT. LAUREL II DEVELOPMENT ON THE

CRANBURY LAND COMPANY SITE IN

CRANBURY TOWNSHIP, NEW JERSEY

Prepared for

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I. INTRODUCTION

This report presents a site suitability analysis for the Cranbury Land Company's (CLC's) proposed Mt. Laurel II development in Cranbury Township. The site consists of two tracts of cultivated farmland totalling 137 acres. It is located adjacent to the Millstone River, near the Cranbury-East Windsor border and is almost equidistant from downtown Cranbury (1 1/2 miles to the north) and downtown Hightstown (2 miles to the southeast). While the area immediately north of the site is dominated by agricultural activities, the area south of the site has recently experienced rapid urbanization in the form of office and residential developments.

The following site suitability criteria are addressed in this report:

1. Accessibility to employment, shopping, school and recreation;
2. Compatibility with existing land uses and goals of the Cranbury Master Plan;
3. Adequacy of the water supply;
4. Acceptability of sewerage treatment or removal; and
5. Environmental considerations.

II. ACCESSIBILITY TO EMPLOYMENT, SHOPPING, SCHOOLS AND RECREATION

A. REGIONAL ACCESSIBILITY

1. Existing Roadways

The CLC site is conveniently located and has excellent access to important transportation routes that link it to major cities, surrounding towns and major employment centers.

The site fronts directly onto Trenton Road (County Route 533), which provides access to other major roads in the area. It intersects with Route 571 (Princeton-Hightstown Road) one mile to the south, providing the site with access to Hightstown, East Windsor, West Windsor, Princeton and Montgomery Township. Route 571, in turn, provides access to U.S. Route 1, which links the site with Trenton to the south and New Brunswick to the north, as well as communities in between which have for the past decade experienced an explosive growth of office and research development.

Northwards along Trenton Road, Cranbury downtown center is a mile and a half from the site. A little further north this road joins up with U.S. Route 130, which links the site to New Brunswick to the north and with communities in Mercer County and Burlington County to the south. More importantly, U.S. Route 130 provides access to interchange 8A of the New Jersey Turnpike (6 miles from the site) which puts New York and Philadelphia one hour away in either direction.

Other major roads directly accessible to the property include: State Route 33, an east-west connector which provides the site with access to Freehold and communities on the New Jersey shore, County Route 522, which links the site with Jamesburg-Monroe and Franklin Township, and 539, which provides the direct access to downtown Hightstown. The development of two new roadways, New Jersey State Route S-92 and the East Windsor-Hightstown bypass, will be discussed in a later section.

2. Future Roadways

a. Highway S-92

For the past decade there has been a great deal of speculation regarding a proposed major highway - the New Jersey State Freeway Route 92 (or S-92). The freeway, if built, would connect Route 33 just inside East Windsor Township, pass north of Hightstown, and continue through Cranbury in a northwesterly direction to eventually join up with Route 206 in the Princeton area.

A whole range of studies have been undertaken under the direction of the N.J. Dept. of Transportation (NJDOT) as well as by other public agencies and consultants. However, the implementation of the project is in doubt, as is its actual alignment. The state has acquired property in certain locations for the intended right-of-way (ROW) (such as in East Windsor for an interchange with Route 130) especially land which is in the path of development. Of the 5 alternative alignments, two actually pass through Cranbury, but their exact location is unknown at this time. The NJDOT has not, at this stage, attempted to purchase the site or asked that development be kept away from it, which it has done in other cases such as within the Princeton Forrestal Center.

Thus, the probability of S-92 ever coming to fruition is in doubt, and the likelihood of it passing through the CLC site is even more doubtful. To hold up development on the CLC site on this basis is unwarranted. If in the unlikely event that S-92 will come through the site, the property can be taken by condemnation. Another factor that is of relevance is that if S-92 is built, especially if a Cranbury interchange is proposed, the prospects of higher density development in the area of the CLC site becomes even more likely. Furthermore the CLC site and the Southern portion of Cranbury will have the best accessibility to the regional network of roads and highways in the area.

b. East Windsor-Hightstown Bypass

Due to the improbability and delays associated with S-92, East Windsor Township has proposed that a local road be constructed which joins Route 33 east of Hightstown, travels north of the bogough through the proposed East Windsor Town Center development, and joins Route 571 in the vicinity of Trenton Road. When constructed, residents both in northern East Windsor and southern Cranbury will have a

much faster and more convenient way of travelling in an easterly and westerly direction. This route will provide access to Route 130, to Route 571, to Route 33 and to the New Jersey Turnpike - in short, all the major roadways in the area providing accessibility to regional employment centers, shopping and recreational facilities. In this way much of the traffic generated by the development of the CLC site will not have to travel through the historic village area (i.e. Main Street), unlike many other proposed Mt. Laurel developments. Thus, even if development is located south of the Township, such as within the CLC site, the integrity of the historic village will remain intact.

c. Extension of Trenton Road

The Cranbury Land Use Plan has proposed an extension of Trenton Road that would connect it directly with U.S. Route 130. This would have two large impacts on land uses in the Township.

First the traffic generated by any development in Southern Cranbury would no longer have to use Main Street as a thoroughfare to get to the N.J. Turnpike or points north of Cranbury. This would enormously reduce traffic within the Cranbury's historic district, one of the major goals of the Cranbury Land Use Plan.

The explosion of employment generating land uses in the Route 1 Corridor has created a second wave of growth in the East Windsor - Cranbury area - demand for cheaper office, industrial and residential space. Much of this growth is being centered along Route 130 and Route 571. Thus the second impact of Trenton Road extension is that it would now serve as a direct line between Route 130 and Route 571 through Cranbury. Development on Route 130 north of Cranbury would thus

have a direct link to the Route 1 corridor via Trenton Road bypassing the congested Route 130 - Route 571 intersection in East Windsor. The effect would be to enormously enhance the development potential of land fronting on Trenton Road within Cranbury Township.

The CLC site being located in southern Cranbury, on Trenton Road, would be situated along this new growth corridor between Route 130 and Route 571. Furthermore it is one of the only proposed Mt. Laurel developments whose traffic would have no or a minimal impact on the historic village district in Cranbury.

3. Public Transportation

The regional accessibility of the CLC site is also facilitated by public transportation networks. Princeton Junction Rail Station, only 5 miles from the site, provides express Amtrak and Conrail service to Newark, Trenton, New York and Philadelphia with connecting service to downtown Princeton.

By express rail, commutation times are 47 minutes to New York City, 18 minutes to Trenton and 70 minutes to Philadelphia via the SEPTA rapid rail connection in Trenton. In addition, commuter bus service is available from Jamesburg to New Brunswick, Edison, Woodbridge and points north. There is also a commuter bus line which runs along Route 130 between Trenton and New Brunswick.

B. EMPLOYMENT OPPORTUNITIES

Perhaps the greatest attribute of the CLC site is its proximity to the expanding major employment centers in central New Jersey - the office-research explosion in the Princeton-West Windsor area and Route 1 corridor, and the industrial, office and warehousing developments in Middlesex County, particularly in the Piscataway, Edison and Woodbridge area.

TABLE 1

SELECTED MAJOR SPECULATIVE OFFICE PROJECTS
IN THE PRINCETON VICINITY

<u>Municipality</u>	<u>Name & Location</u>	<u>Square Footage</u>	<u>Current Status</u>
Montgomery	1. Pavilions at Princeton Orchard Rd. & Rte. 206	68,000	Under Construction Delivery 12/84
Plainsboro	2. Princeton Park Bldg. 500 College Rd. East	50,000	Recently Completed
	3. Princeton Forrestal Center - 600 College Road East	232,000	Recently Completed
	4. Forrestal Greens Princeton Forrestal Ctr.	-	40 Acres Built to Suit
	a. Forrestal Greens-I Princeton Forrestal Center	175,000	Under Construction
	b. Forrestal Greens-II Princeton Forrestal Center	175,000	Proposed
	c. Forrestal Greens III Princeton Forrestal Center	38,000	Proposed
	5. Corporate & Research Center - Plainsboro Rd.	-	85 Acres Built to Suit
6. Office Center, Princeton Meadows - Plainsboro Rd.	48,000	Under Construction Delivery 9/84	
7. One Enterprise Plainsboro Road	60,000	Under Construction Delivery 9/84	
Princeton Township	8. Princeton Executive Ctr. 457 N. Harrison Ave.	39,000	Recently Completed
	9. Nassau Park Princeton Rt. 1 & Quakerbridge Rd.	2,000,000	Proposed
	a. Nassau Park Princeton I - Rt. 1 & Quakerbridge Rd.	220,000	Under Construction
	10. Princeton Airport Offices - Rt. 206	58,500	Recently Completed
11.	- 100 Thanet Circle	110,000	Proposed

Table 1 (Cont'd.)

<u>Municipality</u>	<u>Name & Location</u>	<u>Square Footage</u>	<u>Current Status</u>
South Brunswick	12. Princeton Corporate Ctr. Rt. 1 and Ridge Rd.	-	98 Acres (1,000,000 s.f.) - Built to Suit
	a. Princeton Park Corporate Center 1100 Executive Dr.	185,000	Under Construction
	b. Princeton Corporate Center - 2000 Executive Drive	85,000	Under Construction
West Windsor	13. Alexander Park 781 Alexander Road	291,000	Proposed
	14. Carnegie Center Alexander Rd. & Rt. 1	-	500 Acres Build to Suit
	a. Carnegie Center 105 Carnegie Center	70,000	Recently Completed
	b. Carnegie Center 210 Carnegie Center	160,000	Under Construction
	c. Carnegie Center 211 Carnegie Center	46,000	Recently Completed
	d. Carnegie Center 214 Carnegie Center	120,000	Under Construction
	e. Carnegie Center 103 Carnegie Center	101,000	Recently Completed

SOURCE: Black's Guide to the Office Space Market, February 1984.

The 1,600 acre Princeton Forrestal Center is located 6 miles west of the site along U.S. Route 1. The Forrestal Center is the home of many research facilities associated with Princeton University. The conglomeration of research and development firms at the Forrestal Center has attracted other corporate giants such as Johnson & Johnson, Prudential, Exxon, IBM, Merrill Lynch and RCA to the area. A total of three and a half million square feet of office and research/development space is currently under construction or planned through 1985 along the Route 1 corridor, approximately 20 minutes from the site. Other projects planned within the West Windsor-Princeton area include the Bellemead Office Park, the Alexander Park Office Complex, the Princeton Meadows Office Research Park and the Carnegie Center Corporate Complex (see Table 1). The CLC site located on Trenton Road in southern Cranbury is the closest of all sites proposed for Mt. Laurel development to the Route 1 Corridor. Furthermore journey-to-work trips from the CLC site will not have to pass through Cranbury's historic village in order to get to the Princeton-West Windsor area.

Currently over 11 million square feet of corporate office space is completed, under construction or proposed through 1986 for Middlesex County. Major new office developments in Middlesex County are located in Edison, Old Bridge, Piscataway, South Brunswick, South Plainfield and Woodbridge. Because of the site's excellent proximity to the New Jersey Turnpike and U.S. Route 130, all of these employment centers are within a 45-minute commute (see Table 2).

While not as intensive or expanding, many new research manufacturing facilities have sprung up in the surrounding agricultural areas, close to the site. Included among these are a research/manufacturing plant operated by Carter-Wallace Corporation along Cranbury-Half Acre Road, a regional distribution center operated by General Foods Corporation in the northeast corner of the Township. Other major employers in the area include Johnson & Johnson, E.R. Squibb, McGraw-Hill, RCA, and BASF Corporation.

TABLE 2
 PROPOSED MIDDLESEX COUNTY OFFICE CONSTRUCTION
 (TO 1985)

Project	Location	Size (in Sq.Ft.)	Completion Date
Metroplex-Edison	Edison	375,000	1984
Crossroads	Edison	515,000	1985
Raritan Center	Edison	1.7 million	1985
Raritan Plaza IV	Edison	150,000	1984
400 Raritan Center Parkway	Edison	80,000	1985
Edison Square	Edison	237,000	1984
Turnpike 10 Office Center	Edison	200,000	1985
Metro Park III	Edison	304,000	1984
Metro View Corporate Center	Edison	200,000	1984
New City Center	N. Brunswick	267,000	1984
Metro Park South	Old Bridge	200,000	1985
Old Bridge Profes- sional Plaza	Old Bridge	100,000	1985
Corporate Park 287	Piscataway	2 million	1984-86
Hoescourt Corp. Ctr.	Piscataway	135,000	1985
Piscataway Center	Piscataway	124,000	1986
Hoes Lane Office Ctr.	Piscataway	200,000	1984
Ramp Plaza	Piscataway	206,000	1985
Washington Plaza	Piscataway	191,000	1983
Forsgate Complex	S. Brunswick	Proposed 500 Acre Complex	
Forsgate Business Ctr.	S. Brunswick	300,000	Proposed
Einstein Corporate Ctr.	S. Brunswick	500,000	1985
Fresh Ponds Corp.	S. Brunswick	75,000	1984
Middlesex Business Center	South Plainfield	1,500,000	1985
Southfield	"	155,000	1982
Hadley Plaza	"	300,000	1985
Metro-Middlesex Plaza	Woodbridge	45,000	1984
Parkway Towers	Woodbridge	620,000	1984
Woodbridge Towers	Woodbridge	80,000	1982
Hemisphere & Hilton Hotel	Woodbridge	145,000	1984
Woodbridge Center	Woodbridge	200,000	1985
No. 10 Woodbridge Center	Woodbridge	200,000	1984

TOTAL*: 11,304,000 square feet

* Excluding Forsgate Complex.

Light industrial growth is also very strong just north of the site in neighboring South Brunswick and Monroe Townships. The South Middlesex Industrial Park, located along State Route 32, contains 10 to 15 warehouse/distribution centers completed or under construction. Plans call for the construction of additional facilities of a similar nature.

In terms of local accessibility to employment opportunities the CLC site is perhaps the best located of all the proposed Mt. Laurel developments. This is because it is located close to existing and proposed large employment centers in East Windsor. The RCA Astro plant on Trenton Road, is within walking distance of the site. The McGraw-Hill Complex and Melter Corporation on Rte 571 are only a little further down the road.

Two major new mixed-use and office developments within two miles of the site are the East Windsor Town Center development and the Patco development in East Windsor Township. Plans call for a mixed use project of multi-family housing, commercial retail space and office development for the Town Center property at the intersection of U.S. Route 130 and County Route 571. Construction is currently underway on the Patco project, which will feature prestigious new office space in several large contemporary buildings.

The explosive office market and large number of existing industrial and research firms within walking and commuting distance of the CLC site made it an excellent location for a quality housing development. Such growth has in the past and will continue to attract employees of a wide variety of occupations, incomes and lifestyles from professional, managerial and executive personnel to administrative, clerical and technical staff. As a result, the demand for housing will be strong across the

Mall. This modern, enclosed regional shopping center contains over 1.2 million square feet of retail space. There are four large department stores which serve as anchors: Bambergers, Sears, J.C. Penney and Hahnes. In addition, there are over 136 smaller specialty stores ranging from sporting goods shops to shoe stores and clothing retailers. On-site parking for over 5,500 cars is provided.

Other large regional malls within 25 miles of the site include the Monmouth Mall in Eatontown and the Woodbridge Mall in Woodbridge. These facilities also contain 3 or 4 large department stores and up to 150 smaller specialty stores.

D. SCHOOLS

Cranbury has a single school, situated on Main Street in the center of the Village, which accommodates grades K through 8. The school is less than two miles from the site. Cranbury students at the high school level attend Lawrence High School in Lawrence Township, 15 miles to the west. A school bus service provides convenient transportation to and from school. Both schools have an excellent reputation.

The development of all the residential dwelling units necessary for the Township to comply with its Mt. Laurel obligation will necessitate the construction of new community facilities, one of which will be schools. The likely location of schools is in proximity to the existing developed areas - so as to centrally located. The CLC site via Trenton Road has excellent access to such areas as well as the existing schools.

The site is also in close proximity to some of the leading private secondary schools in the State, including the Hurn, Peddie, Lawrenceville and Notre Dame Schools. A number of universities are within commuting distance of the site: Rider College,

Trenton State College, Mercer and Middlesex Colleges, Rutgers University and, of course, Princeton University.

E. RECREATION

The proposed CLC development is unique in that a number of recreational facilities are planned on site. Included is Cranbury Field Park with a multi-purpose ballfield, tennis courts and picnic areas to serve the entire development. In one segment of the development, Cranbury Field IV for luxury townhouses - a swimming pool, club-house, tennis courts and picnic areas have been included. Within two other development areas containing townhouses and apartments (Cranbury Field II and III) tot lots have been distributed throughout the development to serve as a recreational outlets for infants, children and senior citizens in close proximity to their homes.

In and around Cranbury Township are many municipal, county, and private recreational facilities. Together they offer a wide variety of leisure time opportunities.

The major recreational amenity in Cranbury is the Village Municipal Park. Located off Main Street in the central Village area, the park lies along the banks of Brainerd Lake and contains tennis courts, basketball courts, athletic fields and natural open areas for passive recreation activities.

Mercer County Park, 2,700 acres in size, is located six miles to the southwest. It includes a 50-acre sports complex for scheduled sports leagues and municipal programs. A 300-acre lake serves as a center for fishing, water skiing and sailings. Other amenities include picnic areas, bike paths, nature walks, ball fields, tennis courts and an ice skating rink.

Prospective residents of the property would also be able to take advantage of other regional parks and recreational facilities. As Table 3 indicates, there are 7 regional park facili-

ties within 15 miles of the subject property, including Thompson County Park in neighboring Monroe Township.

The surrounding region of Mercer-Middlesex Counties offers a variety of Country Clubs to suit all tastes. Included in these are Peddie Country Club (East Windsor), the Knob Hill and Monmouth Battleground Golf Courses (Manalapan), the Princeton Golf Course (West Windsor) and the Green Acres Country Club (Lawrence). All facilities are within 15 miles of the site.

PROXIMITY OF REGIONAL PARKS AND RECREATION AREAS
TO CLC CRANBURY SITE

Park	Town	Approximate Distance to Site (Miles)
Village Park	Cranbury	2
Mercer County Park	West Windsor	7
Thompson County Park	Monroe	8
Pigans Swamp State Park	South Brunswick	8
Jamesburg County Park	East Brunswick	9
Davidson's Mill Pond Park	South Brunswick	9
Monmouth Battlefield State Park	Manalapan	14

III. COMPATIBILITY WITH EXISTING AND PROJECTED LAND USES

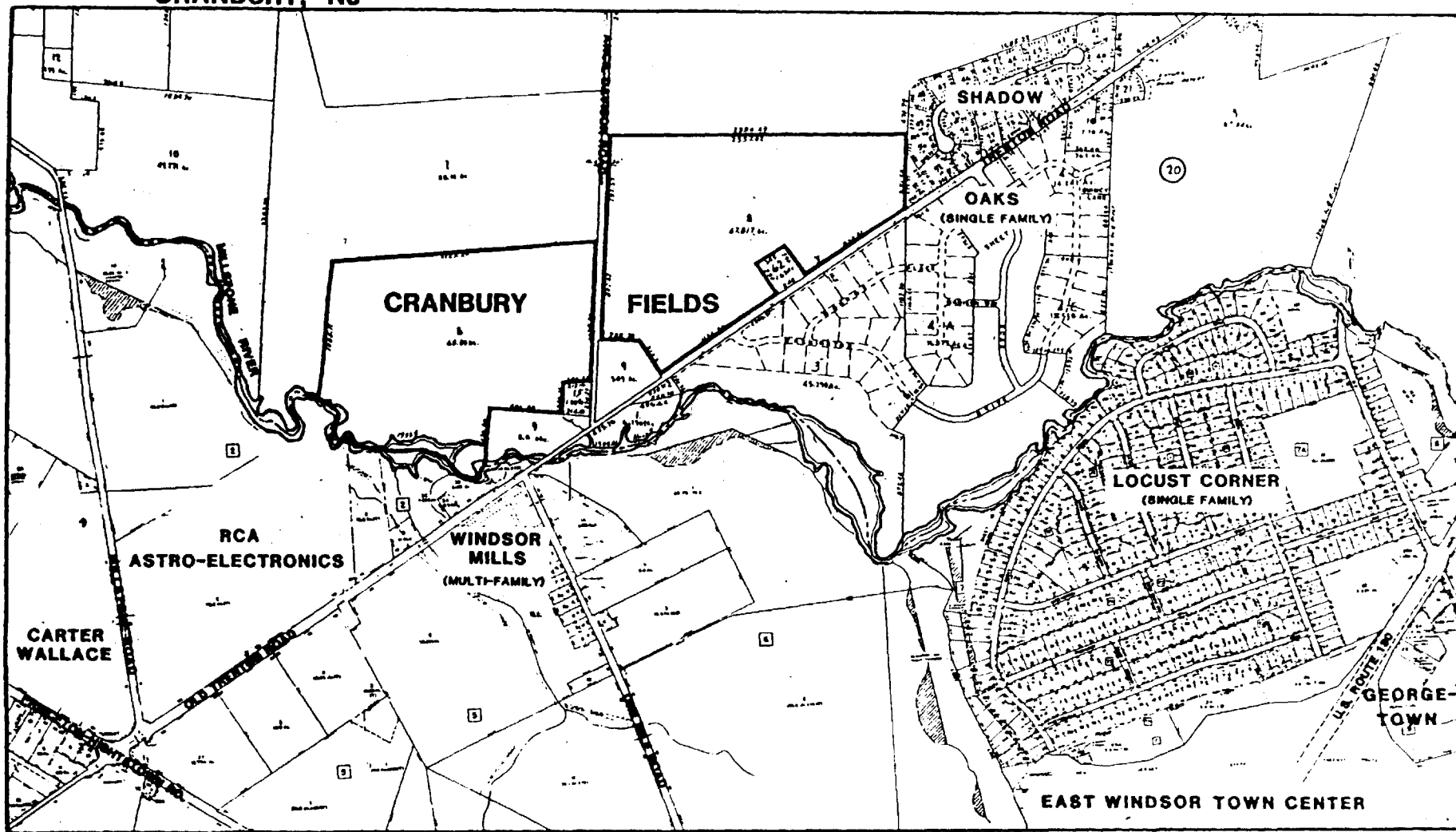
The CLC site is within a corridor of substantial new residential and commercial development. Abutting its eastern border is the almost completed Shadow Oaks residential subdivision. When fully developed, Shadow Oaks will contain between 75 and 100 custom-built single family homes on one-acre lots. The area south of the site in East Windsor is experiencing extremely rapid residential and light industrial growth. Included are the Windsor Mill I and II and Georgetown multi-family residential developments, Locust Corner single-family residential area, the office-manufacturing complexes of RCA Astro, McGraw-Hill, Mettler Instrument Corporation and the development of the East Windsor Town Center and Patco Office Complex. While the area immediately north is still primarily agricultural, the State Development Guide Plan, recognizing this area's potential as a development corridor between Cranbury and East Windsor-Hightstown, designates most of the property as a "Growth Area" and only a small piece slightly removed from Trenton Road as a "Limited Growth Area". This categorization reflects the State's recognition of land use and development trends in the surrounding areas.

While the county plan appears to direct growth on the east of Route 130, the county did recommend modifications in the SDGP growth area lines which partially would include the CLC site in a growth area. While this recommendation was not adopted by DCA (the SDGP lines remained the same including most of the CLC site), the recommendation indicates the county's acceptance of the growth corridor as includes some of the site and, in any event, bordering the site.

In view of these trends and the development adjacent to this parcel, a varied residential development of the CLC site is an appropriate and compatible land use. Moreover, the CLC proposal will conform with county policies that were outlined by the Middlesex County Planning Board in its 1979 report, Land Use Goals and Policies, Middlesex County, New Jersey. This plan, which was ap-

**CLC HOUSING PROPOSAL
CRANBURY, NJ**

VICINITY MAP



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MAP 1

CRANBURY LAND COMPANY

CRANBURY FIELDS

proved by Cranbury Township, suggests the following to guide growth in the county:

Provide adequate amounts of land zoned at different densities to enable both private and public sectors to construct a variety of housing types to meet the full range of lifestyles in Middlesex County.*

The CLC development provides an excellent opportunity for Cranbury to comply closely with the County Plan by providing a wide variety of housing choices.

The Cranbury Land Use Plan (i.e. Master Plan) does, however, raise two important planning considerations. These are the effect of development of Cranbury's agricultural land and its Historic Village District. As described below, the CLC development will actually have minimal impacts upon these areas. The impact of new roadways upon the development of the CLC site will also be discussed.

A. AGRICULTURAL POLICY CONSIDERATIONS

The development of the CLC site for residential uses will not materially affect Cranbury's goal of preserving agriculture regardless of whether such a goal is deemed to be reasonable. The CLC site, while under cultivation, is located on the fringe of the agricultural area in Cranbury Township, contiguous to existing residential development (Shadow Oaks subdivision) and within a growth corridor between Cranbury and East Windsor. It is not located in one of Cranbury's two main large agricultural areas- western Cranbury or east of Rte 130- where the development of any large parcels would have a substantial detriment on adjacent agricultural lands.

* Land Use Goals and Policies (Middlesex Planning Board, 1979), p. 3.

Perhaps the single most important factor in preserving agriculture in the township will be to preserve not merely farmlands but farmsteads. The real "heart and soul" of any farm is the farmstead. It is here that the farmer has his home, as well as the machinery, equipment, tools, barns and implements with which to farm. In most cases the farmstead represents as much as a quarter to a third of the value of the farm. Thus once the farmstead vanishes the value of the farmland attached thereto is considerably diminished. Not only this, but such absence often represents an owner who is less committed to farming and more interested in the farm for speculative-development purposes. While still in agricultural production, the probability of such land being preserved in the future is much less assured than the farmland with a farmstead attached.

The fact that of all the remaining farms in Cranbury only 33% contain farmsteads, means that the preservation of those farmlands which contains farmsteads becomes even more important if Cranbury is serious in its efforts to preserve agriculture.* Those agricultural areas which contain farmsteads should therefore not be used for Mt Laurel developments. In particular the area east of Route 130 contains the largest and most prominent farmsteads in Cranbury. Their disappearance would be a severe blow to the goal of preserving agriculture as a viable activity in Cranbury. The same is true of a number of farms in Western Cranbury, located same distance from Cranbury Village.

More than 70% of Cranbury Township contains prime agricultural soils as determined by the USDA Soil Conservation Service. The distribution of these prime soils is spread fairly evenly throughout the Township, with none of the proposed Mt Laurel sites containing substantially more or less such soils than any others. A substantial portion of the CLC site contains such prime soils, but the loss of this site to development would be no worse than the loss of any other such farmland in the Township which would be devoted to meeting the Township's Mt Laurel obligations.

* A total of 31 active farm operations are currently established in Cranbury. However, the study also indicates that the majority of the farmland within the Township (54%) is owned by out-of-town investors. Thirty-three percent (33%) is owned by farmers themselves, while 13% is owned by other Cranbury residents who do not farm.

The use of the CLC site for residential uses is consistent with the State Development Guide Plan, (SDGP). Most of the CLC site has been designated as a "growth area," with a small portion falling into the "limited growth area." None of the site is designated as an "agricultural area." In fact the State has refused to recognize Cranbury's strategy of preserving a large part of the Township for agricultural uses. This is due to the fact that Cranbury is located in a growth corridor between New Brunswick and Trenton and between the Turnpike and Route 1- where it is felt the goal of preserving substantial an "oasis" of agricultural land by one Township in the midst of rapidly developing municipalities is inappropriate. This area is exhibiting growth patherms similar to that of the Route 287 corridor in Northern New Jersey, where agricultural preservation is also not considered by the State to be appropriate.

The CLC site is also within and and contiguous to an area considered by the County as suitable for growth. The development of the CLC site will therefore not be counter to the County's land use plan. In addition, because so little of the CLC site actually borders on other agricultural lands (the majority borders on developed areas) and because low density uses are proposed at these location with substantial buffers between the development and adjacent agricultural lands, the effect of the CLC development on agriculture will be minimal. The development of other proposed Mt Laurel sites on the other hand, being located in the midst of other farmlands, will be substantially more detrimental.

The reluctance of the State to grant the CLC site an agricultural designation is supported by development trends in the area. This area is virtually surrounded by non-residential uses and high density residential uses. In fact the CLC site is one of the last large remaining sites on Trenton Road between Cranbury and East Windsor which could take advantage of the existing infrastructure and access to provide housing in Cranbury. It is a logical extension of growth within the Township. In addition it is the site in Cranbury which has the greatest accessibility to the Route 1

corridor, and other local and regional employment opportunities, and shopping, recreation and school facilities. The desirability of the site for development, (and conversely its undesirability for agricultural preservation), is enhanced by contiguous residential developments--Shadaw Oaks to the north and east and Windsor Mill to the south. Within a local context, the CLC site can be viewed as an "infill" development.

B. HISTORIC DISTRICT CONSIDERATIONS

Another consideration as to the suitability of the CLC site for residential development is its potential impacts on the nearby historic village district. This district was placed on the National Register of Historic Places in 1980 and consists of 218 buildings which were built between 1840 and 1880 in such architectural styles as Greek Revival, Italianate, Queen Anne and Colonial Revival. A major concern is whether the CLC development will increase traffic congestion on Main Street in the Historic District.

The development of the CLC site will have a minimal impact on the Historic District. The reason for this is that the Township has proposed an extension of Trenton Road that would connect it with Us Route 130 south of the Village. Thus all of the traffic generated by the CLC site travelling northwards to US Route 130 and to the Turnpike would bypass the Village area. There would be no increase of traffic on Main Street, from the CLC site, because it would no longer be used as a thoroughfare. The only reason for prospective residents of the CLC site to go into the historic district would be for shopping--a minimal proportion of all the trips generated by this development.

On the other hand the development of other sites for residential uses adjacent to the historic district would considerably increase traffic on Main Street. This route would still be used for north-south access to Route 571 (and to the Route 1 Corridor) and for getting to the N.J. Turnpike. In fact any attempt of the Township to amass all of the prospective growth in one particular

part of the Township will have enormously detrimental effects on not only Cranbury Village but on the entire Township. First the traffic generated in this area is likely to clog local and collector streets. Second, due to its size, it is likely to dominate the existing Village and completely change the character of the Township. Third, it will compete with the village area with respect to shopping and other public or commercial services, and if it is not permitted for such services to be provided on site, will mean a demand for such services in the Village itself. This will create development pressures within the Village itself (for more intensive uses), and bring substantial additional traffic to the area.

If future growth and development is somewhat distributed throughout Cranbury, particularly in area which have available infrastructure, which adjoin already developed areas of the Township, which are not located in the midst of agricultural areas and which are currently undergoing pressure for development, then the effects of growth are likely to be manageable, and the impact on the Township minimal. The integrity of the historic Village will be allowed to remain intact, and will still define the character of the Township. The CLC site itself presents an opportunity for the Township to accommodate growth without detrimentally affecting the agricultural and historic preservation goals of Cranbury.

IV. ADEQUACY OF THE WATER SUPPLY

There is currently insufficient capacity in the municipal water supply system to serve the CLC development. However, engineering reports indicate that a proposed new well holding tank with a capacity of up to 250,000 gallons can provide adequate water supplies to the CLC development.* It is proposed that these new facilities be supplied by the Township, rather than CLC, for the following reasons. First, under Mt. Laurel II, the Township is obligated to provide the additional capacity and secondly, municipal sponsorship would facilitate the process of securing the required State approval for new groundwater diversion. Municipal administration of the increased water supply would also allow for greater flexibility in managing the overall water supply system in Cranbury Township.

* Peter E. Meyer, P.E., of Professional Planning and Engineering Corp., Morristown, N.J.

V. ACCEPTABILITY OF SEWERAGE TREATMENT OR REMOVAL

The CLC development can tie into existing sewerage facilities which have sufficient capacity to accommodate the site generated effluent. The property is approximately 1.5 miles from the nearest sewer line in Cranbury, measured along existing public rights-of-way. An 8" to 10" diameter sewer pipe can be extended to tie the proposed development into the existing system. The construction of a new pump station will also be required to move the sewerage from the site to the existing system. The sewerage will then flow from Cranbury to a pump station in South Brunswick and be pumped on to the Middlesex County Utilities Authority's (MCUA's) treatment plant in Sayreville.

The MCUA's chief engineer reports that in 1983 the average daily operating flow of the treatment plant in Sayreville was 95 million gallons per day (MGD). This is more than 25% less than the current design capacity of 120 MGD. It is estimated that the sewerage generated by the ALC development will approximate 70,000 gallons per day, about one-quarter of one percent of the excess capacity at the Sayreville plant. The MCUA engineer stated that he would not anticipate any problems in handling the additional sewerage from the CLC development. The MCUA also has contingency plans for expanding the capacity of the plant by as much as 300 MGD (with additional tanking and piping) if such expansion becomes necessary.

The extension of sewer lines along Trenton Road to the CLC site will have a beneficial impact on development in Cranbury. The sewer pipe will be able to serve existing and planned development on Trenton Road which currently relies on on-site septic tank systems for sewerage - the Shadow Oaks Subdivision. If all of the 100 single family homes were tied into the system, it would considerably reduce potential groundwater pollution problems associated with on site septic systems.

VI. ENVIRONMENTAL CONSIDERATIONS

A. TOPOGRAPHY

The ALC site is essentially level farmland. All slopes on the tract have a gradient of less than 4%. Aside from the floodplain discussed below, the site's topography presents no constraints in terms of development and is well suited for residential construction.

B. SOIL CHARACTERISTICS

Approximately 50% of the ALC site contains soil classified as being in the Sassafras Series. Another 20% of the property contains soils in the Woodstown Series, and an additional 20% are in the Downer Series. As noted in the Cranbury Township Land Use Plan, the Sassafras, Woodstown and Downer soil classifications are deep, well-drained soils, considered highly suitable for residential development. The remaining 10% of the site's soils are found within the 100-year floodplain of the Millstone River. None of the proposed residential development will be situated in this area.

C. HYDROLOGY OF THE SITE

The CLC site consists of two tracts, one bordering on the Millstone River, Lot 8 of Block 22, and the other bisected by an intermittently flowing tributary of the river, Lot 8 of Block 21. According to engineering reports, Lot 8, Block 21 contains 3 acres of floodway and 4 acres of floodway fringe, leaving a net developable acreage of 62 acres out of 68. Lot 8 of Block 22 contains a more substantial floodway area of 25 acres with a floodway fringe of 5 acres.* Thus, the net developable acreage

* Peter E. Meyer, P.E., of Professional Planning and Engineering Corp., Morristown, N.J.

for this lot is 39 out of 69 acres. As per federal flood insurance regulations, no more than 20% of the floodway fringe and none of the floodway will be used for development. In addition, development of the site will not adversely affect any underlying aquifer as all sewerage will be pumped off-site for treatment.

D. HISTORIC DISTRICT

A final environmental consideration is the affect of the CLC development on the historic Village area, with the primary concern being the increased volume of traffic (see Land Use section above). As described, however, proposed extension of Trenton Road (Route 535) to connect directly with Route 130 and the development of the East Windsor-Hightstown bypass road would allow traffic to bypass the Village area and minimize the effects of traffic generated by the CLC development.

VII. CONCLUSION

The CLC site is highly suited for a successful Mount Laurel II housing development. It has excellent access to major transportation routes, public transportation, employment centers, shopping and schools, and its location on the fringe of major residential and office development in East Windsor make it a particularly appropriate location for new housing. In view of these strong market trends, the State Development Guide Plan has designated most of the site as a Growth Area.

The property's well-drained soils and level topography also lend themselves to large-scale residential development. Moreover, it will be possible to provide adequate water and sewer to the project without creating any adverse environmental conditions.