

2006
MASTER PLAN



TOWNSHIP OF FRANKLIN
SOMERSET COUNTY, NEW JERSEY

MARCH 2006

Prepared For:

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The original of this document was signed and sealed in accordance with the applicable statutes
and is on file with the Clerk of the Township of Franklin.

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LAND USE ELEMENT

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LAND USE PLAN ELEMENT

INTRODUCTION

The Land Use Plan Element is intended to guide future land development and activities in Franklin Township, consistent with the goals and objectives of all Master Plan Elements. The Land Use Plan divides Township land into categories based upon both type and intensity of use, and establishes a pattern of development for the Township considering factors such as environmental characteristics, compatibility with the planning efforts in adjacent municipalities, and the current and future land use needs of the Township. The Land Use Plan provides a logical framework for future land use decisions related to projected community needs for residential, commercial, and industrial development, schools, parks and other community facilities, open space and infrastructure.

GOALS AND OBJECTIVES

The goals and objectives of the Land Use Plan Element of the Master Plan are as follows:

Goal: Maintain the diversity of housing, but encourage infill and stabilization of current residential areas rather than continuing sprawl patterns of development.

- Encourage new construction and renovation, including accessory apartments, in revitalization and developed areas.
- Encourage the subdivision of larger lots into conforming lots in appropriate locations in developed areas.

Goal: Encourage commercial and industrial development in areas with access to major regional highways (I-287) and in established areas.

- Locate major employment and traffic-drawing uses in areas where they will least impact residential neighborhoods.
- Maintain size of industrial districts to ensure adequate space for light industry and warehousing.

Goal: Differentiate between neighborhood commercial nodes and regional commercial development.

- Locate regional shopping centers in nodes with regional access.
- Concentrate commercial development into nodes or districts in areas where residential densities can support commercial activities.
- Limit commercial activities in villages to neighborhood commercial uses, those which serve the adjacent residential community.

Goal: Maintain the character of the existing villages of Kingston, Griggstown, Franklin Park, Middlebush and East Millstone.

- Develop special design standards for villages.
- Discourage the intrusion of incompatible uses.
- Maintain the hard edge between villages and environs to protect character.

Goal: Protect the Township’s cultural heritage by encouraging the continuation of farming as a viable land use.

- Protect farmland by purchase of development rights, continued use of farmland assessment and other effective mechanisms
- Discourage the extension of utilities to large farms except where needed to service existing development and improve environmental conditions.

Goal: Support the redevelopment of declining areas within the Township.

- Periodically reexamine redevelopment plans to ensure viability.
- Continue to use the Local Redevelopment and Housing Law to identify additional areas "in need of redevelopment" in the Township.

EXISTING LAND USE

Preserved land currently represents the largest percentage of land use classification in the Township, at 31.1 percent of land area. Residential use covers 27.1 percent of land, and farm qualified (taxed as farmland) land covers 15.4 percent of the Township. When these acreages are compared to those presented in the 1999 Master Plan, it can be seen that modest increases in industrial and commercial acreage was achieved, and that most vacant land was converted to either preserved land or public-quasi public land.

**Table L-1
Existing Land Use Classifications
Franklin Township, 2004**

Use	Acres	Percent of Total, 2004
Residential	7,606.5	27.1
Apartment/Townhouse	1,306.2	4.7
Commercial	1,601.3	5.7
Industrial	1,659.1	5.9
Farm Regular	223.1	0.8
Farm Qualified	4,320.6	15.4
Quasi-Public	1,207.7	4.3
Preserved Land	8,713.5	31.1
Vacant Land	1,388.5	5.0
Total	28,026.5	--

**Table L-2
Percent of Existing Land Use
Franklin Township, 1999 and 2004**

Use	Percent of Total, 1999	Percent of Total, 2004	Percent Change
Residential	22.9	27.1	4.2
Apartment/Townhouse	1.2	4.7	3.5
Commercial	4.0	5.7	1.7
Industrial	5.2	5.9	0.7
Farm	25.8	16.2	-9.6
Quasi-Public and Preserved Land	24.9	35.4	10.5
Vacant Land	15.3	5.0	-10.3

EXISTING ZONING

There are a variety of residential, mixed-use, non-residential and special overlay zones in the Township that provide opportunities for a variety of uses at a variety of densities and intensities. Additionally, there are four redevelopment areas in the Township.

Residential Zones:

A, Agricultural
 CP, Canal Preservation
 RR-3 and RR-5, Rural Residential
 R-40
 R-20
 R-10, R-10A, R-10B
 R-15
 R-7
 CR, Cluster Residential

Non-Residential Zones:

N-B, Neighborhood Business
 G-B, General Business
 C-B, Corporate Business
 ROL, Research-Office-Laboratory
 OP, Office-Professional
 M-1 and M-2, Manufacturing
 M-3, Mining and Manufacturing

Mixed-Use Zones:

S-C-V, Senior Citizen Village
 PAC, Planned Age-Restricted Community
 HBD, Hamilton Street Business District

Overlay Zones:

H, Historic District Overlay
 NRPC, Natural Resources Protection Cluster
 RC, Residential Cluster
 AC, Agricultural Cluster

Redevelopment Areas:

Renaissance 2000 Redevelopment Area
 Old Georgetown Road/Stavola Property Redevelopment
 Area
 Onka Bus Site Redevelopment Area
 Laurie Rubber Site Redevelopment Area

The purposes of these zones are affirmed as outlined in the Appendix of this Element.

Growth Potential

There is little remaining developable land in the Township that either does not have development approval or has not been preserved (see **Existing Land Use and Community Facilities Maps**). The Township is very active in land preservation, which makes deriving finite build-out analyses challenging; however it can be said that development will likely be less than that estimated in this master plan, particularly when the Land Use Plan recommendations are implemented. A growth potential analysis of residential zones shows that the greatest amount of development potential currently lies in the R-40 districts. The A and CP zones, which contain large tracts of farmland, contain the next most significant development potential. The yield in the RR-3 and RR-5 districts is about equal at 97 and 96 units, respectively. These areas are constrained by lack of water and sewer infrastructure.

**Table L-3
Growth Potential of Residentially-Zoned Privately-Owned Vacant and Farm Land**

Zoning District	Vacant Land and Farmland¹ (Acres)	Net Developable Land² (Acres)	Minimum Lot Size (Acres)	Maximum Residential Density (Per Acre)	Unit/Lot Yield
A Agricultural ³	827.59	662.072	6	--	110
CP Canal Preservation	922.73	738.184	6	--	123
RR-3 Rural Residential	363.779	291.0232	3	--	97
RR-5 Rural Residential	602.19	481.752	5	--	96
R-40 Single-family Residential	156.16	124.928	0.92	--	136
R-20 Single-family Residential	17.789	14.2312	0.46	--	31
R-20 (Historic District overlay)	0.505	0.404	0.46	--	1
R-10 Single-family Residential	28.212	22.5696	0.23	--	98
R-10 (Historic District Overlay)	7.619	6.0952	0.23		27
O-P Office Professional (mixed use zone) ⁴	3.557	2.8456	0.17	--	17
R-15 Single-family Residential	13.118	10.4944	0.34	--	31
R-7 Single-family Residential	15.597	12.4776	0.17	---	73
R-F Residential Infill single-family	1.09	0.872	0.11	--	8
I-P Institutional/Public single-family	0.626	0.5008	0.17	--	3
CR Cluster Residential	11.704	9.3632	--	6	56
				Total	907
¹ Privately-owned vacant land and farm regular and farm qualified land. ² Wetlands and an average 50-foot buffer have been subtracted where applicable. Buffers around C-1 streams have been calculated at 300 feet. An additional 20% has been subtracted from land acreage to account for development of roads and infrastructure and lot layout irregularities. ³ Including sites currently zoned SCV not utilized for Canal Walk project. ⁴ One-half of the available acreage was estimated for residential use, the other half for office use.					

Development potential in the non-residential districts is highest in the M-1 Zone, followed by the M-2 Zone. Analysis of the non-residential areas was performed using maximum floor-area-ratios, and therefore is very conservative. Actual square-footages developed should be less, although it is difficult to estimate because specific uses and tenants are not known at this time. These analyses also do not take into account the redevelopment of currently occupied lands.

**Table H-20
Growth Potential of Non-Residentially-Zoned Privately-Owned Vacant and Farm Land**

Zoning District	Vacant Land and Farmland¹ (Acres)	Net Developable Land² (Square Feet)	Maximum Permitted FAR	SF Yield	Potential Use Group(s)
GB General Business	7.63	265,890.2	0.3	79,767.07	M
HBD	Negligible	0	0	0	--
M-1 Light Manufacturing	61.97	2,037,736.9	0.5	1,018,868.40	B, F, S, I, R1
M-2 Light Manufacturing	58.61	2,042,441.3	0.5	1,021,220.64	B, F, S, I, R1
CB Corporate Business	17.71	617,158.1	0.4	246,863.23	B, R1
M-3 Mining and Manufacturing	0.22	7,666.6	0.4	3,066.62	B, F, S, I
NB Neighborhood Business	1.06	36,938.9	0.4	14,775.55	M
NB (Historic Overlay)	2.54	88,513.9	0.4	35,405.57	M
ROL Research-Office-Laboratory	103.5	3,606,768.0	0.2	721,353.60	B
RC Renaissance Commercial ³	1.72	59,938.6	0.4	23,975.42	B, M
O-P Office Professional (mixed use zone) ⁵	3.557	123,954.3	0.25	30,988.58	B
			Total	3,196,284.68	--

¹Privately-owned vacant land and farm regular and farm qualified land.

²Wetlands and an average 50-foot buffer have been subtracted where applicable. Buffers around C-1 streams have been calculated at 300 feet. An additional 20% has been subtracted from land acreage to account for development of roads and infrastructure and lot layout irregularities.

³FAR estimated.

⁴When more than one use group appears for a non-residential zone, an average between the highest and lowest affordable housing generating use group was utilized.

⁵ One-half of the available acreage was estimated for residential use, the other half for office use.

PLANNING SECTOR ANALYSIS AND RECOMMENDATIONS

Recommendations for remaining undeveloped land, and modifications to zoning are provided in the following analysis of Planning Sectors.

The Township is divided into five Planning Sectors (**see Existing Land Use and Community Facilities Maps**). This was deemed necessary due to the large size of the Township, and the diverse land use and character within the Township. Sector boundaries were drawn to organize similar portions of the Township. Planning in each Sector is provided below, including location, existing land use, zoning designations, State Planning Area designations, proposed development and recommendations. Re-zoning recommendations are indicated on the **Land Use Plan Map**.

Sector One

Location and Existing Land Use

Sector One is located within the southern end of the Township, including the Village of Kingston, Trap Rock Quarry and the Bunker Hill Environmental Education Center, and extends northward to Ten Mile Run in the vicinity of Butler Road. Sector One is bounded by the Millstone River to the west, Route 27 to the south and east and Ten Mile Run (Bunker Hill and Butler Road) to the north. Land use in Sector One is predominantly farmland and preserved land. Many tracts of land have been preserved in this area since the time of the 1999 Master Plan. At the same time, many residential units have been constructed along Route 27 in the vicinity of Bunker Hill Road in the Princeton Highlands and other developments. Trap Rock Quarry is planned to be in operation until 2045, when it is intended to be flooded and utilized as open space to be owned by the State. The Village of Kingston received Center Designation as part of the State Development and Redevelopment Plan in 2001, and continues to work toward addressing its Planning Implementation Agenda, a copy of which is contained in the **Appendix** at the end of this Element.

Existing Zoning, SDRP Designations and Proposed Development

Sector One represents one of the last frontiers of development in the Township. It contains a significant number of farmland-assessed properties in the Canal Preservation and Rural Residential (RR) zoning districts that are in State Planning Areas 4b (Rural/Environmentally Sensitive) and 4 (Rural) (**see SDRP Cross Acceptance III Map** prepared by Somerset County). It also contains the Environs of Kingston Village which are designated HCS / CES (Historic and Cultural Site / Critical Environmental Site) in the State Development and Redevelopment Plan. The Canal Preservation district is intended to protect the existing character of the D&R Canal, which is a significant resource in the Township. The RR designations are intended to appropriately plan for the large expanses of land that are in rural locations, are not sewered or served by public water, and are not intended to be served by public utilities. The RR areas are underlain by geologic formations that limit their suitability for on-site wastewater treatment. These areas are rural and are intended to remain so, which means that residential density must remain low, except in the Designated Kingston Village, and the Griggstown area, which is the R-40 areas on Bunker Hill Road. These areas are intended to remain at their current densities, and are currently served by sewer. As also discussed in the Utilities Plan Element, the Griggstown Quailfarm, which is on the northeastern corner of Canal Road and Bunker Hill Road, is also recommended to be included in the sewer service area in order to solve water pollution problems that emanate from the farm. Proposed development in Sector One is limited to that in the Route 27/Bunker Hill Road area, where a 350-unit residential project (Green Hill Manor) is currently under construction.

There is a small redevelopment area in Sector One that encompasses two deteriorating historic structures that date to 1722 and 1786 on the corner of Old Georgetown Road. A plan for the area has not been adopted, although it is believed that it will entail preservation of the buildings. It is not believed that the buildings could be occupied due to their location close to the D&R Canal, which would likely prohibit the installation of a septic system.

Land Use Recommendations

1. In the Office-Professional Zone on Route 27 in the Kingston area, which is essentially an area of residential uses with intermittent conversions of large houses to office use, the Board is concerned that by permitting offices as-of-right, that many of the large older homes will be either replaced or modified in ways that are not consistent with the historic character of the area. Therefore it is recommended that this area be re-zoned to R-20-H, with professional office permitted as a conditional use in existing structures. Conditions could limit the amount of exterior modifications to buildings, and a limit on the square-footage of expansion to no more than 10 percent of the original area of the structure. It is recommended in the Historic Preservation Plan Element that this area be added to the local Kingston Village Historic District.
2. The Planning Implementation Agreement (see Appendix) for Kingston Village should continue to be implemented.
3. Recommendations guided by 1997 Final Report of the Joint Mayors' Citizens Advisory Task Force for the Village of Kingston should continue to be implemented.
4. The Township should continue to preserve public use of the Laurel Avenue School and field. This site is used for community events.
5. To provide a green buffer around Kingston Village, the Township should purchase Block 5.02, Lot 164, on Laurel Avenue, for open space purposes.
6. The Township should also purchase the large, vacant New Jersey Department of Transportation (NJDOT) property, Block 5.02, Lot 119.03, for open space purposes, should NJDOT deem it as excess property.
7. Plans for the conversion of Trap Rock Quarry to a public park after the closure of the quarry should continue to be supported.
8. A redevelopment plan for the Old Georgetown Road area should be adopted that should entail preservation of the two historic structures.
9. The Griggstown R-40 areas along Bunker Hill Road should be reflected on the State Plan Policy Map as a higher density or “village” area.

Sector Two

Location and Existing Land Use

Sector Two is bounded by the Millstone River to the west, Route 27 to the east, Ten Mile Run to the south, and Blackwell’s Mills Road and Bennett’s Lane to the north. Sector One and Sector Two are divided by Ten Mile Run in the vicinity of Butler Road. Sector Two contains primarily residential land, parkland, and the Village of Franklin Park on Route 27 between Beekman and Claremont Roads. The majority of the parkland is the Six Mile Run State lands. The Society Hill townhouse and single-family residential development, as well as a majority of the Town &

Country single-family residential development are within Sector Two, and commercial uses on Route 27. Since the 1999 Land Use Plan, additional homes have been constructed within Society Hill and the Town & Country residential developments, and high-density housing has been constructed at the intersection of Route 27 and Cortelyous Lane.

Existing Zoning, SDRP Designations and Proposed Development

Zoning in Sector Two is mainly Canal Preservation and Agricultural in the western portion, R-40 in the northern portion, and Cluster Residential and Business along Route 27. Tremendous development activity has occurred along Route 27 in the past years, however after it is completed, it can be said that this area is largely built-out. The Canal area is located in State Planning Areas 5 and 4b, and the Six Mile Run lands and Town & Country development are located in Planning Area 4. At the outset, the Town & Country development may seem inconsistent with the concepts of the Rural Planning Area, however the overall density of this project, given the amount of open space dedications, is in line with the precepts of the Rural Planning Area. The high-density residential and commercial area along Route 27 is located in Planning Area 2, which is also where the Village of Franklin Park is located, between Beekman and Claremont Roads.

Land Use Recommendations

1. **C-R Zone, Consolata Missions (Block 57.01, Lots 48.01, 47.02, 47.03, 43.08, 46, 45, 44, 43.07 and 43.04).** The northwestern corner of Cortelyous Lane and Route 27 is currently zoned Cluster Residential. This particular corner contains the Consolata Missions property and approximately 7 single-family residential lots along Cortelyous Lane. Because these properties are not appropriate for Cluster Residential development and because it is believed that Route 27 in this area is nearing over-development, it is recommended that this area be rezoned. The single-family frontage lots should be re-zoned to R-40 to reflect existing development, and the Missions property should be re-zoned A to tie in with the land to the west and north, including the preserved land. Should Consolata Missions desire to provide affordable housing on their property as an enhancement to the general welfare of people in the area, it is recommended that the Township consider a rezoning request for such a purpose. It should be considered to establish a separate Institutional Zone for the Consolata Missions property, and other larger tract, institutional sites, such as Pillar of Fire.
2. **C-R Zone: Property North and South of Skillman's Lane at Route 27.** The properties in the C-R Zone, should they be acquired for open space or farmland preservation purposes, should be rezoned from Cluster Residential to A to better reflect their restricted use.
3. **R-40 Area Between Cortelyous Lane and Bennett's Lane.** In the 1999 Master Plan, much of the area between Skillman's and Bennett's Lane was recommended for re-zoning to RR-3, to decrease residential density that could have occurred where the farms in the area developed. Since the time of the last Master Plan, much of this land has been preserved as open space or permanent farmland. Lots that have been preserved and that closely conform to the A Zone standards are recommended to be rezoned to A, as are several of the larger parcels between Cortelyous and Bennett's Lanes. The smaller parcels to the east of South

Middlebush Road, south of Skillman's Lane and in the vicinity of Hilltop Lane, and mostly already developed, should remain R-40.

4. **Sinclair Boulevard, R-40 Zone.** The Planning Board has received a request from a property owner to rezone Sinclair Boulevard, off of Route 27, from R-40 to R-20, in order for it to be feasible for property owners in the area to re-subdivide their patchwork of properties into a more regular layout, and to have the gravel road paved. It is believed, however, that this area is significantly constrained by wetlands, and therefore that the character of the area be preserved to the extent possible via the existing zoning.

Sector Three

Location and Existing Land Use

Sector Three is bound by the Raritan River and Mile Run to the north, Route 27 to the east, Bennett's Lane to the south, and Dahmer Road, Treptow Road and Cedar Grove Lane to the west. Sector Three is the most intensely developed Sector of the five Planning Sectors in the Township. This Sector contains the Somerset section of the Township, and most of the residential uses. The Hamilton Business District, the Renaissance 2000 Redevelopment Area, the municipal complex, and various commercial and industrial uses are within this Sector. Since the 1999 Land Use Plan, two isolated parcels of land have been developed for residential uses, along DeMott Lane, and Treptow Road/Cedar Grove Lane, new commercial development has been constructed along Veronica Avenue, and new residential development has been constructed along Churchill Avenue.

Existing Zoning, SDRP Designations and Proposed Development

Existing zoning in this Sector is diverse. Residential zoning permits a range of densities of less than one unit per acre to approximately 6 units per acre. General Business is permitted in the concentrated area near the intersection of Easton Avenue and John F. Kennedy Boulevard, where a new Super Stop & Shop has just been completed, and in locations along Route 27. For the most part, other than the Wendy's that won a court appeal and has been completed, additional development between Easton Avenue and the D&R Canal is limited to residential development. Significant planning has been undertaken to revitalize the Hamilton Street business district, which is seeing revitalization as a result (this is discussed in additional detail in the Economic Plan Element). Churchill Avenue is seeing increased interest in revitalization as well as evidenced by new residential development. The Renaissance 2000 Redevelopment Area is located in Sector Three, which is discussed in additional detail in the Recommendations section, below.

This area is located in primarily in State Planning Area 1, the Metropolitan Planning Area, which is consistent with the current development of the area. The areas roughly between Churchill Avenue and Bennett's Lane are located in the Suburban Planning Area (PA2). This designation does coincide with the larger lot sizes in this area. There are two affordable housing sites comprising the Affordable Housing zones located in Sector 3. A small portion of the affordable housing site located between Bennett's Lane and Veronica Avenue is located in Planning Area 3 (PA3).

Proposed development in the area includes a multi-family senior housing project and transitional housing project in the vicinity of DeMott Lane and Easton Avenue, and several industrial projects in the Veronica Avenue area.

Land Use Recommendations

1. **Renaissance Redevelopment Area.** This area is located between Churchill and Brookline Avenues, along Route 27 and up to several blocks in depth west of Route 27. It was first the subject of investigation in 1993 when a public/partnership was formed between Franklin Township, the First Baptist Community Development Corporation (FBCDC), the City of New Brunswick and New Brunswick Tomorrow to evaluate the area. FBCDC was founded in 1992 and was formed to improve the social, educational and economic conditions in the community surrounding the First Baptist Church of Lincoln Gardens, located on Route 27 in Somerset, New Jersey. In 1999, an official Redevelopment Plan that met the requirements of the Local Redevelopment and Housing Law was prepared and adopted. The Franklin Township Redevelopment Agency (FTRA) was established to work with developers in the Redevelopment Area.

Important planning principles incorporated in the 1999 Redevelopment Plan include developing a design strategy for visual improvement to the area and establishing the necessary public involvement and public/private partnerships. The recommended design strategy includes employing consistent standards for building setbacks and design, signage, landscaping and prohibiting parking in the front yards. Certain uses, particularly those that require outdoor storage, are not recommended for the corridor. After the redevelopment plan was adopted, the original zoning of the area was permitted as a quasi-overlay zone in an attempt to make the plan more flexible in terms of letting property owners expand and improve their existing properties in ways that were not specifically consistent with the redevelopment plan in terms of use.

While the redevelopment plan recommends a mixture of senior housing, infill residential development, commercial, industrial infill development, office and professional, and public and instructional uses, little has been constructed as part of the plan. A 36-unit townhouse project known as Somerset Henry is currently under construction on the old office condos site on Henry Street. Another residential project by the same developer was recently approved on Douglas Street. That project proposes 114 units, and utilizes the old Sicora Motors and H&R Tire sites.

The Renaissance Gateway Project, which proposes a supermarket, and office and retail mixed buildings, has long been slated for development. Community Development Block Grant monies were used to demolish buildings to make way for the improvements. The project has not advanced, however, due to developer financing issues and public resistance of the use of Block 123, which was originally planned to contain infill housing. Block 123 is NOT recommended for inclusion in the commercial project, and is recommended for infill housing as it originally was in the Redevelopment Plan.

The Redevelopment Plan was recently amended to clarify that the following parcels will not be considered for acquisition by the Redevelopment Agency:

- Block 167 Lots 16-19
- Block 121 Lots 1-13
- Block 114 Lots 1-27
- Block 177 Lots 27.01, 12-26
- Block 180 Lots 67-73, 81-97
- Block 181 Lots 25-28, 36-38
- Block 185 Lots 1-4
- Block 172 Lots 10-23
- Block 103 Lots 12.05 & 12.06

A modification to the infill residential standards is also contemplated by the Redevelopment Agency that will seek to spur rehabilitation and upgrading of existing structures and to encourage the construction of new housing. Density bonuses are being considered.

Another issue that has come to the fore in this area is the lack of sewer capacity north of Franklin Boulevard. This issue is presented in additional detail in the Utilities Element of the Master Plan. In short, the Franklin Township Sewer Authority has indicated that there is currently insufficient sewer capacity for new uses east and north of Franklin Boulevard, however is working to address the issue, mostly via the installation of a new pump station in the area. Therefore, until the pump station is installed, commercial uses that use a large amount of water will not be able to go on-line.

2. The Housing Plan proposes two affordable housing developments in the Renaissance Redevelopment Area. The first project is known as the Oak Place – Pine Street Site, which proposes 226 non-age-restricted units, half of which will be affordable family rentals. The site is located to the north of the First Baptist Church, between Namaan Williams Park and Route 27. The second area of affordable housing is known as the Berry Street – Blair Avenue Site, which is located south of Blair Avenue. This site is part of a larger plan to redevelop the Renaissance Gateway Area and the area generally located between the railroad and Franklin Boulevard.
3. The Township has received a State-funded grant to prepare a Neighborhood Preservation Program for the neighborhood bounded by Hamilton Street, Douglas Avenue, Route 27 (Somerset Street) and Ambrose Street. The grant provides \$500,000 over 5 years for planning and implementation of projects and programs. The Township has hired a program coordinator to prepare a plan for physical improvement of the area as well as programs that the residents and business owners identify as necessary for the neighborhood. It is recommended that, if appropriate, the neighborhood plan be adopted as part of the municipal master plan.
4. Development should be limited between Easton Avenue and the D&R Canal to preserve the character of the Canal.
5. Additional public access points to the D&R Canal in this Sector should be supported.

6. **Bennett's Lane – Veronica Avenue Property (Block 88.02, Lots 13, 19-20, 25-26, 71-72, 90, 92.02 and 93.01).** This property fronts on Route 27 and extends westward between Bennett's Lane and Veronica Avenue. The property's frontage is located in the O-P and GB Zones, and the rear of the property is zoned M-2 and R-40 along Bennett's Lane. Developers have approached the Township in the past regarding rezoning the property's frontage to General Business, and the Board has long grappled with whether the rear portion of the lot should retain its M-2 zoning in such close proximity to the residential uses along Bennett's Lane, and given the wetlands that traverse the property.

The Franklin Township Housing Plan Element and Fair Share Plan was approved by the Planning Board and endorsed by the Governing Council to include the Bennett's Lane – Veronica Avenue property as a site for affordable housing. At this time it is believed that the property's frontage is appropriate for General Business use, provided the developer of the property adequately addresses improvement of the Route 27/Bennett's Lane intersection to accommodate additional traffic volumes. The commercial portion of the site should not extend past the easternmost stream/wetlands area on the site. It is believed that the portion of the property currently zoned as M-2 and R-40 is suitable for the production of affordable housing pursuant to the adoption and endorsement of the Fair Share Plan. The residential development is envisioned to be in either cluster or townhouse form, due to its location in Planning Area 2 and its proximity to Route 27. Ultimately, the property should be rezoned per the Fair Share Plan. Land designated as Planning Area 3 of the State Development and Redevelopment Plan within the property should be preserved as open space. For the residential portion of the inclusionary site, access should be achieved via either Veronica Avenue or Route 27, and via Bennett's Lane for emergency purposes only. For the commercial portion of the inclusionary site, access should be achieved via either Veronica Avenue or Route 27, and not Bennett's Lane.

7. **West Point Avenue Site (Block 348, Lots 1-27, Block 349.02, Lots 86-113)**
This site is located on West Point Avenue, which is a paper street, between Hamilton and Kuhn Street. The area is approximately 5.5 acres in area and is currently zoned R-15 (15,000 SF lots or 2.9 units per acre). The site is owned by the Township, and one private owner, who has proposed to develop the site for affordable housing. At this time it is believed that the site is appropriate for the production of affordable housing, in either single family or townhouse form and that the property should be rezoned per the Housing Plan.
8. **Hamilton Street (Block 92, Lots 1-55), R-10 Zone.**
The Planning Board has received a request from a property owner to rezone Block 92, Lots 5-11 and 44-48, located on Hamilton Street, between Shirley Avenue and Wheeler Place, from R-10 to M-2, so that it is feasible to develop the property for office/warehouse use. Based on its location and surrounding area, it is recommended that the entirety of Block 92 should be rezoned from R-10 to M-2.
9. **Split Zone Lot.** Block 424.02, Lot 24 is split between two zones- the front portion of the lot that fronts Easton Avenue is in the GB Zone, and the rear portion of the lot is in the R-40 Zone. The site contains one restaurant and is currently converting into a banquet hall. It is

recommended that the entirety of Block 424.02, Lot 24 should be in the GB Zone to better reflect the existing land use.

Sector Four

Location and Existing Land Use

Sector Four lies to the north of Sector Two and to the west of Sector Three. It is bounded by Blackwell's Mills Road to the south, the Millstone River to the west, Weston and New Brunswick Roads to the north, and Cedar Grove Lane, Treptow Road and Dahmer Road to the east. Sector Four contains the Villages of East Millstone and Middlebush, a portion of Six Mile Run State lands and Colonial Park. Compared to the 1999 Township Land Use Plan, the western north-eastern portion of Sector Four bounded by New Brunswick Road, Elizabeth Avenue and Cedar Grove Lane has changed from farmland to residential and commercial uses. Also, since 1999, the residential development near Van Cleef Road has extended southward towards the border of Sector Two.

Existing Zoning, SDRP Designations and Proposed Development

Existing zoning in Sector Four is Agricultural and Canal Preservation in the vicinity of the D&R Canal, and R-40 and Senior Citizen Village (SCV) in the remainder. As indicated earlier in the discussion on residential build-out, much of the R-40 build-out will occur in Sector Four if the remaining large farms are not preserved. In the village areas, the zoning is small-lot residential, with Historic District overlays that require design review of planned improvements. There is also a Research-Office-Laboratory zone in the Huntingdon Life Science and Exxon area north of Colonial Park.

The Village of East Millstone is generally located in the R-10-H Zone at the intersection of Canal Road/Market Street and Amwell Road. This is an historic village that will continue to exist at a higher residential density compared to its surroundings. It is served by both public water and sewer. East Millstone is located in State Planning Area 4b, the Rural/Environmentally Sensitive Planning Area, and should be indicated as a Village on this map to ensure that development will continue in the manner intended. Middlebush Village is also an historic village that is located at the intersection of South Middlebush Road and Amwell Road. It is generally located in the R-20, R-20-H and NBH Zones. It is located in State Planning Area 1 and is also in the sewer service area.

There are two redevelopment areas in Sector Four: the Onka Bus site and the Laurie Rubber site. The Onka Bus site encompasses the bus property. The Township hopes to preserve the historic Franklin Inn, in association with the nearby historical bridge tender's house on state property. A redevelopment plan for this area has not yet been adopted. The Laurie Rubber site is not far from the Onka Bus site. It is located on Market Street in East Millstone and is currently vacant. It is the former site of the Laurie Rubber Co. and Fleischmann's Distillery, and therefore may contain soil and/or groundwater contamination. A redevelopment plan for this site has also not been adopted, but development options include parkland or housing.

In terms of State Planning Areas, to the south of Amwell Road, Sector Four is designated as Fringe Planning Area (PA3). To the north of Amwell Road is additional PA3, and PA6 that represents Colonial Park and the Canal. Between Colonial Park and Cedar Grove Lane lies a Planning Area 2, which extends to New Brunswick Road. The proposed Cal-Sterling 169-unit senior development is located in this area. Wildflower Ridge is also located in PA2. The remainder of the eastern portion of Sector Four is located in the Fringe Planning Area, PA3.

Land Use Recommendations

1. **R-O-L Zone on Mettler's and Weston Roads.** This zone contains land that has been preserved adjacent to Colonial Park, the Huntingdon Life Sciences complex (Block 512, Lot 11.01), the Exxon building (Block 511, Lot 1.01) across the street from Huntingdon Life Sciences and a farm use at the northeastern corner of Mettler's and Weston Road (Block 514, Lot 56). The Huntingdon Life Sciences and Exxon properties both contain farm uses at their northern ends. The Huntingdon Life and Exxon properties were developed at least 30 years ago, and are both served by private sewer lines that tie into the Franklin Township Sewer Authority system to the north. All three properties are located in the Rural/Environmentally Sensitive SDRP Planning Area (PA4b). No zoning change is recommended on the Huntingdon Life Sciences and Exxon properties, to encourage continued use and reuse of those properties as they are currently developed, and to provide expansion opportunities.

The property on the northeastern corner of Mettler's and Weston Roads is currently the subject of a use variance request before the Board of Adjustment for a mixed-use retail, office and high-density residential project, including a YMCA. In light of the potential saturation of residential uses in this area, and the need to provide for non-residential opportunities particularly adjacent to the shrinking industrial area to the north on School House Road, it is recommended that the R-O-L zoning also be retained on this property at this time. However, if a significant amount of affordable housing can be created on the site, the justification for residential use of the property could be stronger.

The R-O-L Zone east of the Exxon property, and north of the current Agricultural zone should be rezoned to Agricultural because much of it has been purchased by the County for open space purposes. This rezoning was a recommendation in the 1999 Master Plan that has not yet been implemented. These lots should be removed from the sewer service area. Also, the two lots to the north of the Huntingdon Life Sciences property that are currently in residential and farm use should be rezoned from R-O-L to Agricultural to better reflect their current land use, lack of sewer service, and location in State Planning Area 4b.

2. **M-1 Zone, New Brunswick Road between Davidson Avenue and Cedar Grove Lane (Block 507).** This Block contains the Somerset Run age-restricted residential development that was developed under the Senior Citizen Village overlay zone. It is recommended that the large farmland assessed lot along New Brunswick Road (Lot 67) be rezoned to R-40, consistent with the lots to the east, in order to not conflict with the now-surrounding residential development. This lot is depicted as potentially containing significant wetlands, therefore it is believed that the development potential of this lot is limited.

3. **Block 72, Lots 1.01, 1.02, 1.03 and 7.01.** It is recommended that this area be rezoned from A to RR3 to allow for the continuance of three acre residential lots.
4. **Block 73.01, Lots 25-27, 28.01, 28.02, 28.04, 29, and 31-36.** It is recommended that this area be rezoned from A to R-10 to provide for the continuance of 10,000 square-foot residential lots.

Sector Five

Location and Existing Land Use

Sector Five is located in the northern portion of the Township. It is bounded by the Millstone River to the west and north, the Borough of South Bound Brook to the north, Cedar Grove Lane to the east, and New Brunswick and Weston Roads to the south. Sector Five contains the Zarephath section of the Township, the Elizabethtown Water Co. and PSE&G facilities, industrial uses along Cottontail Lane, Belmont Drive, School House Road, Pierce Street and Campus Drive, and hotels and corporate offices along Davidson Avenue and World's Fair Drive. Medium density housing is located to the north of I-287 next to South Bound Brook. Since 1999, the amount of farmland, specifically located in the northern portion of Sector Five, has decreased and has been developed mostly for residential uses. During the same time, the industrial section and the land north of I-287 has changed very little due to the almost fully built-out nature of both areas.

Existing Zoning, SDRP Designations and Proposed Development

Since the time of the last Master Plan, the industrial land at the corner of Schoolhouse Road and Randolph Road has been rezoned to Planned Age-Restricted Community, and a development is proposed for that area. This has decreased the amount of land available for industrial development. M-2 land at the corner of Pierce Street and Elizabeth Avenue was approved for use as an extended stay/multi-family use that has altered the industrial character of that area as well. The development of Somerset Run at the corner of Elizabeth Avenue and New Brunswick Road in the M-1 and C-B area has also flipped the character of the area from non-residential to residential.

With the gradual introduction of residential uses in the area come increased demands for uses to service the residents; personal service and restaurant uses in particular. Because there is a general lack of service uses in this area to serve the long-existing corporate and industrial uses, there should be accommodations for such uses in the area, however, the amount of land provided for industrial and warehousing uses should not be totally sacrificed because the area continues to have excellent access to the region via I-287.

Sector Five is located in State Planning Area 2 except for the land south and north of I-287 which is in State Planning Area 1. Pillar of Fire International owns a total of approximately 700 acres, located in the Agriculture and Senior Citizen Village Zones. The Pillar of Fire International property (Zarephath) is located in the Environmentally Sensitive Planning Area (PA5), adjacent to the D&R Canal, and experienced significant flooding during Hurricane Floyd in 1999. In 2002, Pillar of Fire International completed its own Master Plan Update / Long

Range Plan for the Zarephath East Campus in response to the floods of Hurricane Floyd. The focus of the Long Range Plan is to provide a guide for short- and long-term site development to expand the Pillar of Fire ministries out of the floodplain to the “mainland” east of Weston Canal Road, redesign campus access and parking layout to function more efficiently, and plan for the expansion of existing facilities and development of new facilities. The Plan addresses the need to locate three additional soccer fields and an indoor soccer facility, develop the proposed Zarephath Community Chapel, combine and expand the Zarephath Christian Schools, and address the potential to expand the Somerset Christian College (formerly known as the Zarephath Bible Institute or ZBI).

The following table lists a sample of items planned in the Long Range Plan. Phase I of the Plan includes construction of a new gymnasium and educational wing.

**Table L-5
Pillar of Fire International Long Range Plan**

Proposed	Total Square Feet
Expanded Dining Hall	2,100
Classrooms above Chapel	10,500
School Addition	27,000
New Gymnasium	16,200
Lunch Room	14,000
Kitchen	4,500
Day Care	11,000
Fellowship Hall	13,200
Church	54,000
Staff Housing	19 townhouses, 4 new maintenance facilities
WAWZ Radio Station	6,000
Creation Museum	10,000
Maintenance and Central Stores	7,800
Future Health Center Ministry	6,000
Total	182,300 SF 19 townhouses 4 maintenance facilities

Land Use Recommendations

1. **CB Zone North of I-287, West of Elizabeth Avenue.** The governing body and the Planning Board have received a number of requests to rezone this largely vacant, pre-platted area for residential use, similar to adjacent land. This area is constrained by wetlands and either flooding/stormwater or very high seasonal groundwater that is a constraint to development. It is believed that not only is Corporate Business an appropriate land use in this area given its location and access opportunities to I-287, but that the development of larger-scale non-residential uses could be the mechanism by which surface water and groundwater controls can best be implemented. Therefore, it is recommended that the zoning in the area remain CB. However it is recommended that a provision be added to the zoning ordinance that makes it possible for existing dwellings to expand, consistent with the setback, lot coverage and height requirements of the R-10 zoning district.

2. **Elizabeth Avenue / Davidson Avenue / New Brunswick Road.** Township staff has developed a Neighborhood Business (NB) Overlay Zone for the area bounded roughly by New Brunswick Road, Davidson Avenue, Pierce Street and Elizabeth Avenue (see [Land Use Plan Map](#)). This overlay zone is intended to encourage neighborhood service uses in a portion of the Township that is not currently served. There are several large-scale housing developments in this area, as well as the large office and industrial developments in the area.
3. **CB Zone Infill Mixed-Use Overlay Zone, Davidson Avenue.** Similarly, in the CB zone on either side of Davidson Avenue there lie the potential to create infill mixed-use development. An Infill Mixed-Use Overlay Zone could be created to promote such an opportunity. Depending on the success of the Neighborhood Business (NB) Overlay Zone described in Sector 5-Recommendation #2, consideration may be due to ultimately create a separate Infill Mixed-Use Zone. Retail uses could support the workforce and residential communities in the area. Parking would have to be accommodated in parking structures.
4. **CB/S-C-V Parcel, New Brunswick Road.** There is one parcel on the northern side of New Brunswick Road, west of the existing R-15 area, that is zoned CB/Senior Citizen Village. Because this parcel was not utilized for the Somerset Run age-restricted project, it is recommended that the S-C-V overlay zone on this property be removed and zoned CB.
5. **R-40 Zone, Corner of New Brunswick Road and Cedar Grove Lane.** This area is recommended to be rezoned from R-40 to R-15 consistent with the residential lots to the north. Site access should be as far from the high activity New Brunswick Road – Cedar Grove Lane intersection as possible. It is recommended that New Brunswick Road at the intersection with Cedar Grove Lane should be realigned opposite its continuation to the eastward. See the [Circulation Master Plan Element](#) for further information on the Middlebush Traffic Study.
6. **S-C-V Zone on Weston Canal Road.** It is recommended that those lands that are not used for Senior Citizen Village development as part of Canal Walk be returned to an Agricultural zoning designation.
7. **Zarephath/Pillar of Fire International.** Lands owned by Pillar of Fire International should be considered for a new zoning district to recognize the uses currently existing and proposed in its Long Range Plan. The new zoning district could also apply to lands like the Consolata Missions property and other larger tract institutional sites.
8. **Belmont Drive.** This area is not recommended for rezoning, however it should be noted that the sewer line in Belmont Drive is near capacity, and any new development or re-tenanting of the area should be with uses that require a minimum amount of wastewater treatment.

Additional Land Use Recommendations

Redefinition of Lot Area

Several legal cases¹ were recently decided that deal with the issue of municipal authority to create their own definitions of words that are typically defined by the Municipal Land Use Law (N.J.S.A. 40:55D et seq.), such as “lot,” “density,” and “lot area.” The implications of these cases on land use planning in the State of New Jersey is that municipalities may define their own land development terms to further municipal land use planning goals, whether they be related to environmental protection, limiting sprawl development or residential density, or any number of objectives.

Because the protection of water quality has long been a land use planning objective in the Township, evidenced by the Canal Preservation zoning district, the Stream Corridor Protection Ordinance and the several cluster ordinances that encourage preservation of sensitive features, the Township may want to consider amending the zoning ordinance to define “lot area” to exclude sensitive environmental features such as wetlands, buffer areas, etc. from the calculation of total lot area. The percentage of an environmental feature that is excluded from lot area could be weighted by significance. For example, a higher percentage of land constrained by Exceptional category or C-1 wetlands could be excluded than Ordinary wetlands.

A redefinition of Lot Area would most likely be appropriate to incorporate into the NRPC and other cluster ordinances, and it is recommended that a study be undertaken to see whether the redefinition of Lot Area would be appropriate in other portions of the Township, or whether it would render large areas non-conforming.

Millstone Valley Special Resource Area

The Millstone Valley Preservation Coalition has petitioned the State Planning Commission, through Somerset County and the current Cross-Acceptance process, for designation of the Millstone Valley as a Special Resource Area. The area is within the jurisdiction of Franklin, Hillsborough and Montgomery Townships, Millstone and Rocky Hill Boroughs, and the D&R Canal Commission. All of these agencies consented to the petition. The Millstone Valley is an important historical and ecological resource to all of these jurisdictions, and the intent of the Special Resource Area is to foment regional planning of this area. According to the Somerset County Planning Board, in order to be deemed a Special Resource Area, a plan will have to be formulated for the area, similar to that which was created for the nearby Sourlands Mountain area.

¹ Ferraro Builders, LLC v. Borough of Atlantic Highlands Planning Board, et al. A-5498-00T1 (N.J. Super. App. Div. 2002) (Unpublished) and Rumson Estates, Inc. v. Mayor & Council of the Borough of Fair Haven et al. case 177 N.J. 338 (2003). The Borough of Fair Haven had defined “floor-area-ratio” in a non-traditional way to limit the size of dwellings in order to preserve the character of existing neighborhoods and to ensure a mix of more affordable housing types in the Borough, and the Borough of Atlantic Highlands had defined “lot area” and “lot coverage” in a way that excluded steep slopes from the calculation of lot area and lot coverage. The syllabus of the Ferraro Builders case is presented in total in the Appendix of this Element.

Conservation Design Ordinance

For major subdivision applications in the A, CP, RR and R-40 districts, it is recommended that a Conservation Design Ordinance be created that requires more creativity and preservation of important site features in lot and building layout. Conservation Design Ordinances typically begin with a presentation of all site features that are recommended for protection, including wetlands, waterbodies, vegetation, historic features, hedgerows, tree lines, scenic view sheds, critical species habitat, etc., to the Planning Board on one plan, prior to engineering design of the site. The Board would then visit the site with the developer to inventory the features that are most desirable for preservation, which would then be incorporated into the overall design of the site. For example, roadways would curve with the topography and along hedgerows; houses would be located in tucked away areas, perhaps close to another house and perhaps a great distance away from other houses, given what the site has to offer. The effect of the development would be a more innocuous, environmentally friendly layout that does not appear cookie-cutter or sprawl-like. Permitted density remains the same, although flexibility must be granted in terms of lot size, lot layout and building location/building setbacks in order for important site features throughout the site to be preserved.

The Conservation Design Ordinance is somewhat similar to the intent of the lot size averaging option in the CP and RR districts, and to the NRPC Option, however requires the applicant to work more collaboratively in the beginning of the process with the Planning Board on layout issues, and preserves features throughout the site, rather than just in a preservation area, and does not require the mandatory set-aside of a percentage of land as open space or preservation area, although the areas to be preserved should be protected by conservation easement.

Parking and Impervious Coverage

The maximum impervious coverage requirement for all zoning districts has been reviewed and all coverages appear reasonable. Because the requirements have been reviewed and deemed reasonable, variances for exceeding the maximum impervious coverage requirement should not be granted unless specific planning proofs per N.J.S.A. 40:55D-70(c) are satisfied. The issue of impervious coverage on non-conforming lots in large-lot zones is discussed in additional detail in the Residential Overlay Zones section, below.

In terms of the Township's parking requirements, the Board has also expressed concern that the non-residential parking requirements, particularly with respect to those for warehouse and industrial uses, are high, and could be reduced. A reduction in the amount of required parking spaces could increase building size, and could also increase groundwater infiltration of stormwater. Additionally, if applicants can prove to the Board's satisfaction that they do not need all of the required spaces, the ordinance should permit **landbanking** of at least 50 percent of spaces for all non-residential uses, not just in conjunction with warehousing uses as currently permitted.

The following modifications to the parking standards are recommended:

- The Warehouse Establishment standard is currently 1 space for every 1,000 square feet of building area, which the Board's experience has revealed is high. It is recommended that

the warehouse parking standard be formulated on a sliding scale, such as 0.75 to 1 space per 1,000 SF GFA for the first 5,000 square feet of building area, and 1 space per every 2,500 square feet thereafter. In this manner, the smaller buildings will be served while the larger buildings will not be over-served.

- The Industrial or Manufacturing Establishment standard is currently based on the number and types of employees, which can be cumbersome if buildings are built on speculation, or if tenants change over time. Therefore, it is recommended that the requirement be tied to the amount of building square-footage proposed, and based on a sliding scale, such as 1.5 to 2 spaces per 1,000 SF GFA for the first 5,000 square feet and 1 space for every 2,500 SF thereafter.
- The parking requirement for medical office should be supplemented by a requirement that the number of parking spaces shall be 4 per professional plus one per employee OR one space for every 150 square feet (6.6 per 1,000) of gross floor area, whichever is greater.
- Parking requirements for residential uses should be replaced with those of the State-wide Residential Site Improvement Standards.

Design Standards

Design standards for several different areas of the Township are recommended, as follows:

1. It is recommended that architectural and signage design standards be created for the commercial uses in the Route 27 corridor, similar to those that have been created for the Hamilton Street Business District and the Renaissance 2000 Redevelopment Area. In order for these standards to work effectively, however, they should be coordinated with a similar effort across the highway mainly in North Brunswick Township.
2. The Township should monitor the aesthetics of in-fill development in the Township. If in-fill development deviates substantially from the existing architectural design and aesthetics, design standards to regulate the appearance, including height, of in-fill development should be created to protect existing neighborhoods and promote good civic design.
3. Either alone or in conjunction with a Conservation Design Ordinance, the Township should consider adopting rural design standards for the A and RR districts, and under the NRPC Option, similar to that which are required in CP district. Areas along Scenic Roadways should be prioritized. The following additional requirements are recommended:
 - Environmentally sensitive lands regulated by the NJDEP should be protected by conservation easements.
 - Areas of lot disturbance should be minimized to both protect the natural environment and to limit the view to the disturbance from public roadways. Residences should be located in such a way as to minimize lot disturbance. Setbacks should be flexible to

- encourage appropriate siting of dwellings. Driveways should follow existing tree lines, farm lanes or hedge or stone rows.
- Density should be shifted to areas that can best support the installation of the site features including dwellings, septic system and associated site improvements.
 - Buffers should be provided between the residences and existing roadways. Existing vegetation and hedgerows should be maintained as buffers and supplemented with additional plantings where appropriate.
 - Standards for street trees should be provided.
 - Infrastructure improvements for new roadways and drainage systems should be low-intensity to retain the rural character. For example, roadways could be constructed with unfinished edges of pavement and roadside drainage swales could be used.
 - Linkages to adjacent open space, recreation opportunities and environmental features such as stream corridors should be provided through the property either through easements or fee simple dedications.

Other Zoning Ordinance Recommendations

In addition to the foregoing, the following recommendations pertain to updating the Township's Development Ordinance (Chapter 112):

1. Residential Overlay Zones -- Where areas have been developed through cluster provisions of the ordinance, such as Town & Country, Canal Walk and Wildflower Ridge, overlay zones should be created for the developed areas to more accurately reflect the actual development. The overlay zones should contain relevant bulk standards, however should not be construed to permit additional subdivisions of land. Subdivisions of land and density standards should relate to the underlying zoning (see Appendix for proposed Overlay Bulk Chart and the Land Use Plan Map for the specific overlay areas).

There are other residential developments in the Township that also do not conform to existing zoning, such as Buffa Drive. These areas, however, require specific study to determine whether they fit into other existing zoning classifications, or whether new districts should be created for the developments with respect to lot area, frontage and building setbacks so that widespread non-conformities are not created.

With respect to requirements such as maximum impervious coverage, where an undersized lot in a large lot zone such as A may be severely limited in terms of the amount of impervious or building coverage permitted, it is recommended that a sliding scale approach be considered, wherein the percentage of impervious coverage permitted could be related to actual lot size, not to exceed a specified threshold. This could help to offset re-zoning requests in areas where there are non-conforming lots.

2. Residential Cluster Option – Because there is no longer any opportunity for property owners to exercise the Residential Cluster options, which are two of the earliest cluster

options that were made available in the Township, it is recommended that they be removed from the zoning ordinance.

3. There are several definitions pertaining to open space, including “Open Space,” “Cluster Open Space/Preservation Areas,” “Open Space, Cluster,” “Open Space, Common,” “Open Space, Useable” and “Open Space, Public.” It is recommended that the following definitions be deleted because they relate to old ordinances that have either been repealed, are no longer viable, or have been updated to exclude this language:
 - “Cluster Open Space/Preservation Areas”
 - “Open Space, Common”
 - “Open Space, Useable”
 - “Open Space, Public”

Additionally, it is recommended that “Open Space,” “Open Space, Cluster” and “Preservation Area” be reviewed in conjunction with the NRPC Option, where this ordinance refers to Preservation Areas to determine whether they can be consolidated as well.

4. Landscaping Contractor is a use that is not currently permitted in the Township, however many such uses exist in the R-40 and A Zones as a result of use variance approval. These uses are typically characterized by a small principal office building, outdoor storage of small quantities of mulch, gravel, pavers, plant material and the like, and space for the storage of equipment and machinery. Landscape Contractors take the machinery and materials off-site to serve clients. This use could be treated as a conditional use with standards related to a minimum lot size of 3 acres, outdoor storage, the amount of equipment stored on-site and the like, and could be permitted conditionally in zones such as the A, RR, and R-40 Zones.
5. Renaissance 2000 Redevelopment Plan – The relevant use and bulk standards of the districts should be compiled into a zoning schedule for ease of interpretation.
6. All terms in the development ordinance should be defined and updated, especially each use that is mentioned in Schedule 1.
7. The section related to Abandonment of non-conforming uses should be updated pursuant to more recent case law on the matter.
8. Sections 112-24 (A3) page 112-851 regarding “approved consultants” should be removed.
9. The section regarding temporary use permits should be clarified to indicate whether it is uses or activities that are eligible for relief, and under what circumstances.

10. The terms “code enforcement officer,” “zoning officer,” “administrative officer,” “construction official,” “director of planning,” etc. are used somewhat interchangeably and should be better defined and their respective responsibilities updated.
11. Standards for residential driveways should be created.
12. Standards for fences should be created that could include height and/or style limitations in required front yards, a requirement that the fence be located 3+ inches off the property line for maintenance purposes, fences should not be located in sight triangles, the unfinished sides of fences should not face neighboring lots, etc.
13. In Section 112-8(H2), through-lots are prohibited except under certain circumstances. Shape should be added as a qualifying circumstance.
14. Lot frontage should be required on an improved street.
15. The usage of the words “building” and “structure” should be reviewed for situational accuracy.
16. The section on temporary construction trailers should be amended to indicate that the zoning officer is the agent responsible for granting approvals and extensions. The location of the trailers should be indicated on a plot plan at the time of zoning permit approval, not site plan or subdivision approval.

LAND USE PLAN ELEMENT APPENDIX

Purposes of Zones:

Agricultural (A) Zone: To preserve those agricultural areas in the Township where it is necessary and desirable because of their highly productive agricultural capability to promote, maintain and enhance the use of the land for agricultural purposes, and to protect from encroachment by non-agricultural uses, structure or activities. Permitted uses include farming and horse stabling operations, low-density single-family detached dwellings, and golf courses. The required lot size for a single-family dwelling is 6 acres.

Canal Preservation (CP) Zone: To protect unique resources of the D&R Canal, protect groundwater and surface water which flow into the Canal, maintain the scenic amenity of the Canal, reduce the impact on streets adjacent to the Canal, protect wooded slopes from development, and maintain agricultural resources. Permitted uses include low density single-family detached dwellings, farming and horse stabling operations. The required lot size for a single-family dwelling is 6 acres. A lot size averaging option is available that permits lots as small as 3 acres, provided that the overall average lot size is 6 acres, and all lots over 6 acres are deed restricted against further subdivision. Standards for location of buildings with a view from the Canal are dictated, as are landscaping buffering and screening standards and standards for the removal of vegetation, particularly on steep slopes.

Rural Residential (RR-3) Zone: To recognize the development opportunities with respect to the Brunswick shale formation and underlying soils, protect groundwater, maintain and enhance forested areas, preserve stream quality which feeds into the Canal, and permit low-density single-family residential development. Permitted uses include farming operations, low-density single-family detached dwellings, private, non-profit schools, and golf courses. The required lot size for a single-family residential unit is 3 acres. Lot size averaging is also an available option in the RR-3 district, on minimum tracts of 20 acres, which allows a reduction in lot size to 2 acres.

Rural Residential (RR-5) Zone: To recognize the development opportunities with respect to the diabase formation and overlying soils, protect steep slopes from development activities, maintain agricultural resources, protect groundwater, maintain and enhance forested areas, preserve stream quality which feeds into the Canal, and permit low-density single-family residential development. Permitted uses include farming operations, low density single-family dwellings, private, non-profit schools, and golf courses. The required lot size for a single-family dwelling is 5 acres. Lot size averaging is also an available option in the RR-5 district, on minimum tracts of 30 acres, which allows a reduction in lot size to 3 acres.

Single-Family Residential (R-40) Zone: To provide for the continuance of single-family residential development on one-acre lots.

Single-Family Residential (R-20) Zone: To provide for the continuance of single-family residential development on one-half acre lots.

Single-Family Residential (R-10) Zone: To provide for the continuance of single-family residential development on 10,000 square-foot lots. The **R-10A Zone** was created to permit 10,000 square-foot lots in a specific area, with a lower permitted density of 3 units per acre, with additional architectural design standards.

Single-Family Residential (R-10B) Zone: To preserve forests identified in the Forest Survey prepared by the Township Environmental Commission by permitting the development on 7,500 square foot lots at a density of 2.1 units/acre, and requiring a minimum set-aside for open space preservation of 25% of the tract.

Single-Family Residential (R-15) Zone: To provide for the continuance of single-family residential development on 15,000 square-foot lots.

Single-Family Residential (R-7) Zone: To provide continuance of single-family residential development on 7,500 square-foot lots, and two-family residential development on 10,000 square foot lots.

Cluster Residential (C-R) Zone: To accommodate for single-family, two-family, and multi-family residential development while fostering the preservation of open space, recreational areas, flood plains, wooded tracts, and to provide for low- and moderate-income housing. Permitted uses include single-family (20,000 SF minimum lot size), two-family (24,000 SF minimum lot size) and multi-family residential development (6 dwelling units/acre).

Senior Citizen Village (S-C-V) Zone and Senior Citizen Village Overlay (SCV): To enable the planned comprehensive development of a Senior Citizen Village District, which would include recreational, medical and shopping facilities. A minimum of 70 contiguous acres is required for the Senior Citizen District Overlay at 3.8 dwelling units per acre of tract.

Planned Adult Community (PAC) Zone: To enable the development and design of a planned community to meet the needs of, and exclusively for residents aged 55 years and older. The required tract size is 150 contiguous acres at 6 dwelling units per acre.

Affordable Housing (AH-1) Zone: To implement a project identified in the Franklin Township Housing Element and Fair Share Plan, thereby creating housing opportunities for low- and moderate-income households in a fashion consistent with the Plan.

Affordable Housing (AH-2) Zone: To implement a project identified in the Franklin Township Housing Element and Fair Share Plan, thereby creating housing opportunities for low- and moderate-income households in a fashion consistent with the Plan. The project is a combination of residential and non-residential development (See Affordable Housing Plan map). The commercial component is intended to increase the Township's ratable base so that the combined net fiscal impact is relatively positive for both municipal purposes and public schools. The project will yield 11 units per gross acre of land located within the planned residential portion of AH-2. Taking into consideration the limitations imposed upon the inclusionary residential portion of the project by the most current Letter of Interpretation/Line Verification issued by the New Jersey Department of Environmental Protection, and by removing the areas designated by the State Development and Redevelopment Plan, State Plan Policy Map as being in Fringe Planning Area 3 that the project will yield a maximum of 15 units per net acre of developable land for the proposed 644 residential unit inclusionary project, and as further detailed in the Planning Board Resolution of February 1, 2006 approving the Housing Element and Fair Share Plan.

The commercial portion of the AH-2 is intended to provide for uses consistent with the General Business (GB) standards with additional restrictions that address permitted uses, setbacks and buffers. It is recommended that there be a more restricted list of permitted uses due to the mixed-use nature of the project, and to soften the impacts on traffic. For example, high-activity uses such as gas stations and convenience stores should be prohibited, and uses such as restaurants, home appliance stores, professional offices, and barber and beauty shops should be included as permitted uses. A maximum separation between commercial uses and existing residential uses should be achieved by utilizing a combination of setbacks for commercial buildings and significant buffers for screening.

Hamilton Street Business District (HBD): To provide for commercial uses with supportive residential, community and institutional uses that, in combination, contribute to an attractive, vibrant and sustainable business district that is geared towards pedestrian circulation, bicycle circulation and public transportation.

Neighborhood Business (N-B) Zone: To allow small retail and service businesses to locate within small areas of the Township primarily for the convenience of the residents in the immediate neighborhood.

General Business (G-B) Zone: To provide business and commercial uses for the local traveling public, and to preserve and enhance commercial, financial, retail and similar services.

Corporate Business (C-B) Zone: To allow for development that takes the greatest advantage of major highway access to I-287. Specific design standards are applied for location of structures, parking areas, proper ingress/egress, architectural design, landscaping, and the need to avoid visual intrusions and performance nuisances upon adjacent residential uses. Corporate office and research operations with only incidental shipping and receiving related to non-production oriented uses are permitted as primary uses.

Research-Office Laboratory (R-O-L) Zone: To encourage large-lot research, office and laboratory uses in an open setting.

Office-Professional (OP) Zone: To permit small professional office, general office and mixed-use buildings, which are compatible to single and two-family residential development, and the adjacent, densely developed residential areas.

Light Manufacturing (M-1) Zone: To permit light manufacturing and industrial uses on 5- acre minimum lots.

Light Manufacturing (M-2): To permit light manufacturing and industrial uses on 2 acre minimum lots.

Mining and Manufacturing (M-3) Zone: To permit quarrying activities that are consistent with the character of adjacent residential development, and preserves environmental and historic features.

Historic District Overlay (H): To recognize, preserve and protect the cultural, architectural and historic resources of the Township, and promote the use of scenic and historic resources for education, pleasure and general welfare of the Township's residents and visitors. If a Zone is covered by a Historic Overlay (H), the area has been identified for the preservation and protection of historic resources.

NRPC Cluster Option: To recognize, preserve and protect certain defined natural resources and to preserve an environment for the continuance of viable agricultural and horticultural uses; preserve open space to serve environmental, scenic, and public service purposes, promote imaginative, well-designed residential subdivisions; and respect the physical and socioeconomic qualities of the land.

Overlay Zone Bulk Chart:

Overlay District	Development Name	Min. Lot Size				Minimum Required Yard Depth							
		Interior Lot		Corner Lot		Principal Building				Accessory Building		Garden Shed	
		Area (SF)	Frontage (ft.)	Area (SF)	Frontage (ft.)	Front (ft.)	Side (ft.)	Total Side (ft.)	Rear (ft.)	Side (ft.)	Rear (ft.)	Side (ft.)	Rear (ft.)
1	Princeton Ridings; Country Classics; Morrison Estates II (Ryan Homes); Town & Country	2 ac	200	2 ac.	200	50	25	75	50	25	25	5	5
2	Princeton Highlands	10,000	75	10,000	75	25	8	16	25	8	10	5	5
3	Calton Homes; Woodfield Estates; Ten Mile Run/Park Hill Estates	10,000	75	10,000	75	25	8	20	20	8	10	5	5
4	Nob Hill	5,500	55	5,500	55	20	0	20	20*	10	10	5	5
5	Countryside; Hampton Chase	20,000	100	22,000	100	40	15	37.5	25	15	25	5	5
6	Wildflower Ridge	25,000	125	27,500	150	35	15	35	50	15	25	5	5
7	Edgewood Est.; Pizzo & Pizzo; Stonehenge	15,000	100	18,000	120	30	10	30	50	10	25	5	5
8	Quailbrook Phase 7	15,000	100	15,000	100	25	15	30	15	10	10	5	5
9**	Canal Walk; Somerset Run; Renaissance; Cal-Sterling	4,500	45	4,500	45	20	5	15	15	N/A	N/A	N/A	N/A

*25' on perimeter buffer

** For semi-detached, triplex/quadplex, townhouse or multi-family structures see Ord. 112-63, as amended.

Village of Kingston Planning and Implementation Agenda:

VILLAGE OF KINGSTON CENTER PLANNING AND IMPLEMENTATION AGENDA MAY 16, 2001			
Activity	Local Effort	State/County Assistance	Time Frame
<i>Land Use</i>			
1. Work towards development of Greenbelt surrounding the Village. 2. Develop an open space and farmland preservation management plan for all the lands acquired or deeded to the municipality as part of the Kingston Greenbelt.	1. KGA, a local non-profit Open Space Preservation Organization should continue working with regional and other local open space preservation groups to protect Kingston's open space to assist towns, counties and State. STATUS: CURRENT MASTER PLAN RECOMMENDATION	1. South Brunswick, Middlesex County, Franklin Township, Somerset County, and the State of New Jersey find ways to preserve undeveloped land as open space or farmland. Properties to be considered include the significant holdings by NJDOT in the Kingston area, if and when they become available.	1. Long
2. Implement land use recommendations for the Village of Kingston and establish indicators and targets for measuring progress towards reaching the goals of their master plans.		2. Propose a commitment to work with local communities and counties to identify properties and plan for creation of Kingston regional park for passive and active recreation consistent with existing resources.	2. Short/Intermediate
2a. South Brunswick Township	2a. South Brunswick needs to incorporate its recommendations affecting the Village of Kingston into the South Brunswick Master Plan and incorporate appropriate Master Plan items into zoning ordinances.		
2b. Franklin Township	2b. Franklin Township requests for office and research area to be rezoned for appropriate residential uses for open space acquisition and incorporate appropriate Master Plan items into zoning ordinance. STATUS: ROL ZONE PERTAINS TO TRAP ROCK QUARRY ONLY; NO OTHER DEVELOPMENT IS POSSIBLE		
2c. South Brunswick and Franklin Townships	2c. The Townships develop a Route 27 corridor plan for the Kingston area, taking into account historic preservation and scenic designation, economic development, and transportation goals. The Townships should also develop uniform zoning and design standards for the Kingston Village Center and environs areas. STATUS: KING'S HIGHWAY IS PARTY OF MILLSTONE VALLEY SCENIC BY-WAY. UNIFORM ZONING?	2c. The State of New Jersey and Middlesex and Franklin Townships support development and implementation of a Route 27 corridor plan with appropriate funding and regulatory assistance.	

3. Reclamation of Kingston Quarry	3. Franklin Township: Incorporate Master Plan items for Quarry into zoning. Implement the reclamation plan which was presented and approved by Franklin Township. STATUS: TRAP ROCK QUARRY IN AGREEMENT WITH NJDEP WILL CONVERT TO STATE OPEN SPACE WHEN QUARRY OPERATIONS CEASE.	3. Franklin Township and Somerset County; encourage long range planning for Kingston Quarry.	3. Intermediate
4. Preserve Laurel Avenue School Yard as Town Common.	4. A task force with input from Franklin Township Board of Education, Kingston Citizens and South Brunswick Township work with the Town Common goal. STATUS: TWP. AGREEMENT TO UTILIZE LAUREL SCHOOL HAS BEEN EXECUTED.	4. State and County provide funding as applicable.	4. Short/Intermediate
5. Preserve Princeton Nurseries land for open space.	5. South Brunswick Township continue working with State to secure much of the former nursery property as possible open space. The Township should work to ensure that any approved development of historically significant or environmentally sensitive lands south of the Village Center is fully justified to all relevant parties.	5. State: Continue working with South Brunswick Township to secure as much as possible of the former Princeton nurseries property as open space including expansion of the D&R Canal State Park.	5. Long
<i>Housing</i>			
1. Develop housing consistent with the character of the Village and based on an infill potential plan prepared by the Townships.	1. Townships implement zoning consistent with historic preservation goals (also see Land Use and Historic Preservation).	1. (see Land Use and Historic Preservation.	1. Intermediate/Long Term
<i>Economic Development</i>			
1. Increase parking in the business district.	1. Kingston should build upon its fund raising to seek new local initiatives such as federal, state and county grants.	1. State grants (e.g. NJDOT Centers of Place). Also County and Federal grants.	1. Short/Intermediate Term
2. Install crosswalks at pedestrian intersections. Make improvement along Main Street.	2. South Brunswick; work with NJDOT to insure that parking is preserved on Main Street northbound and that stanchions are installed in the Village in accordance with agreements.	2. Coordination with DOT	1. Short/Intermediate Term
3. Form a Kingston Merchants Association	3. N/A	3. N/A	
4. Improve pedestrian and bicycle access to business district and evaluate the pedestrian and bicycle linkages with village of Rocky Hill, a neighboring designated village.	4. Franklin and South Brunswick Townships; work with Village in NJDOT pedestrian/bicycle grant study. STATUS: STUDY COMPLETED. IMPLEMENTATION FUNDING AND PRIORITY NOW SOUGHT.	4. State grants for implementation.	4. Short/Intermediate Term

5. Main Street Business District Improvements.	5. South Brunswick and Franklin Townships initiate joint grant application to Downtown New Jersey for business district improvements. Both Townships Industry and Business Commissions meet with Kingston merchants to identify ways to attract new business and to support existing businesses.	5. Seek State and County grants to fund business district improvements and other economic development opportunities.	5. Intermediate/Long
<i>Transportation</i>			
1. Address burgeoning commuter traffic through the Village.	1. Support the completion of Route 522, with full access from all major north/south roads connecting to it, and proper mitigation.		1. Intermediate/Long Term
2. Ameliorate the increasing traffic problems in the community.	2. Support conducting a comprehensive professional traffic study of the village and its environs.		
3. Increase traffic calming, traffic speed reduction, and traffic law enforcement.	3. Support widening of Route 1 in South Brunswick, using this to evaluate and design. adjustments to current county and local roads. a. Implement a 25 mph maximum speed limit in Kingston with graduated speed reductions from outside of core village area. b. Redirect heavy trucks from residential areas unsuitable for such traffic by establishing light truck only ordinances and by designating official Township truck routes. c. Redesign problem intersections with improved pedestrian safety. d. Gateways to the town would help provide an identity and transition to the community.		
4. Develop better local pedestrian and bicycle access to parkland.	4. Improve and maintain traffic signs, crosswalks and other pedestrian safety measures. a. Improve citizen participation in traffic planning. STATUS: NJDOT CORRIDOR STUDY COMPLETED.		
5. The Townships will track developments related to the possible construction of Route 92 and the widening of Route 1 for their potential impact on Kingston; study any potential adverse impacts to identify mitigation efforts that could preserve and protect the character of the Village Center and its environs and the quality of life of the community.	5. South Brunswick and Franklin Townships monitor these developments and allocate funds for appropriate studies and for reviews of regulatory agency actions and findings; share the result of any township studies with the relevant county, State and federal agencies. STATUS: ROUTE 92 PROJECT STILL OPPOSED.	5. The State of New Jersey incorporate into its decisions about Route 92 and Route 1 widening designs and remediation of any adverse impacts on the Kingston village center and its environs	5. Short/Intermediate/Long
6. Explore possibility of East/West bus route through the village.			

<i>Natural Resource Conservation</i>			
1. The greenbelt around Kingston should be maintained through large-scale open space, and farmland, and acquisition.	1. Townships should work with neighboring communities, county and state agencies to acquire open space. Municipalities will participate in the watershed planning initiative. STATUS: PARCELS RECOMMENDED FOR ACQUISITION IN MASTER PLAN.	1. County and open space acquisition programs.	1. Short/Intermediate
2. Plant street trees	2. Shade Tree Commissions should work with the Village to encourage appropriate trees and hedges along village streets and the roads of the Environs.	2. County or State Funds	2. Short/Intermediate
3. Use light pollution control mechanisms.	3. Municipal ordinance and development application review.	3. State legislation	
4. Prevent inappropriate outdoor advertising in open space areas, scenic and historic areas.	4. Municipal ordinance	4. State legislation	
<i>Recreation</i>			
1. Promote better pedestrian, bicycle, and public transportation.	1. Revision of South Brunswick and Franklin Township Bikeways Plan. STATUS: BIKEWAY RECOMMENDED TO LINK VILLAGE TO CANAL AND ROCKINGHAM.	1. NJDOT land (in South Brunswick) should be purchased or leased from the State when and if they become available and maintained by South Brunswick or Middlesex County, NJDOT land (in Franklin) should be purchased or leased from the State when and if they become available and maintained by Franklin Township or Somerset County.	1. Long/Short/Intermediate Term
2. Acquisition of new park areas and NJDOT properties when available if determined by DOT to be excess property	2. Coordinate activities with Franklin Township. STATUS: RECOMMENDED IN MASTER PLAN.	2. Kingston, South Brunswick, Middlesex County and Somerset Counties as well as the State should work in partnership with the D&R Canal Commission, D&R Greenway and other regional and state open space organizations to preserve properties as regional park.	2. Short/Intermediate
3. Preserve additional D&R Canal properties as regional park.	3. Coordinate activities with neighboring County and State.		
<i>Historic Preservation</i>			
1. Maintain the village's character and historic nature.	1. The Master Plans of South Brunswick and Franklin Townships should reflect the historic nature of Kingston. STATUS: KINGSTON VILLAGE IS INDICATED IN MASTER PLAN.	1. Grants from the State Historic Preservation Office (e.g. CLG Grants) and grants from Middlesex and Somerset Counties.	1. Short/Intermediate

2. Zoning should be adjusted to meet the historic preservation goals.	2. Zoning should be adjusted to meet the historic preservation goals. STATUS: VILLAGE IS IN HISTORIC OVERLAY ZONE.	2. State relocation of Rockingham Historic Site (in Environs).	
	2a. South Brunswick should pass a historic preservation ordinance to establish a historic preservation commission and districts.		
3. Townships should cooperate with each other to insure the historical integrity of Kingston.	3. Townships should cooperate with each other to insure the historical integrity of Kingston and work to secure Scenic Roadway status for the Kings Highway. STATUS: SCENIC BY-WAY STATUS ACHIEVED.	3. Seek County and State support for Scenic Roadway status.	
4. Maintain Kingston as a walkable historic community	4. Franklin and South Brunswick Townships; work to secure the preservation of appropriate land in the Environs to provide historic context and buffer areas..		
5. Preserve the historic character of Main Street and the King's Highway.	5. Work to secure the placement of appropriate portions of the Environs on the National Register (of Historic Places).	5. Grants from Green Acres Program to secure context and buffers for historic areas .	
6. Recognition of Kingston as part of the Crossroads of the American Revolution Project.	a. Both Franklin and South Brunswick should work with Lawrence Township, Princeton Borough and Township to build upon their successful nomination and submit portions of Route 206 and 27 to the State and National Registers of Historic Places to address common historic preservation concerns.	6. State maintenance of the King's Highway in accordance with its status as a NR Historic District.	
7. Preserve the character of the historic and rural agricultural area and greenbelt.	7. The community should support the Kingston Historic Society (KHS).		
	a. Franklin should make revisions to its Historical District Ordinance to meet CLG guidelines and apply for CLG status. STATUS: ORDINANCE IS CURRENTLY UNDER REVISION.		
	b. The KHS should continue to encourage and assist public and private preservation efforts in Kingston and also in other portions of Franklin and South Brunswick Townships and the region.		
<i>Public Facilities</i>			
1. Address concerns regarding the Stony Brook Sewage Treatment Plan.	1. A representative from Kingston should attend the public board meetings at the Treatment Plant to present concerns about the odor and the routes of sewer trucks through Kingston.		1. Intermediate
2. The number of utility poles should be minimized.	2. Research on planning, procedures and funding should be conducted on the installation of underground wires.		
3. Monitor Cell Phone Tower	3. Municipalities seek ways to limit construction of cell towers in		3.

planning and construction	Kingston open space, historic and scenic areas, or if constructed seek ways to construct them with minimal visual and aesthetic impact.		Short/Intermediate/Long
<i>Intergovernmental Coordination</i>			
1. Coordinate with surrounding municipalities, County and State regional planning efforts regarding transportation.	1. Better governmental mechanisms need to be in place to act as an advocate for the communities.		1. Long Term
2. Cooperation between municipalities for the Village of Kingston	2a. Townships institute a permanent joint advisory committee for Kingston Village to oversee implementation of PIA goals.		2a. Short term
	2b. The permanent joint advisory committee explores possible expansion of the Kingston VCD to include small sections of Princeton Township and Mercer County that are historically a part of Kingston.	2b. OSP should work with the Townships and expansion of the VCD.	2b. Intermediate/Long Term
3. Long term, regional traffic planning and law enforcement.	3. Franklin and South Brunswick Townships should work with other municipalities for long term regional traffic planning. There is a need for long term, regional traffic planning and law enforcement.		3. Short/Intermediate/Long

Source: New Jersey Office of Smart Growth

Short term denotes less than one year.

Intermediate denotes between 1-5 years.

Long term denotes more than 5 years.

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COMMUNITY FACILITIES PLAN
ELEMENT

COMMUNITY FACILITIES PLAN ELEMENT

INTRODUCTION

The Community Facilities Plan provides an evaluation of the facility needs of the Township's public schools, library and fire, first aid and police protection (**see Existing Land Use and Community Facilities Maps**). Existing conditions have been documented through discussions with applicable officials and through review of existing facilities documents. Recommendations for facilities and/or service expansions are made at the end of this section.

GOALS AND OBJECTIVES

The following goal has been established for the Community Facilities Plan Element of the Master Plan:

Goal: Provide adequate community services and facilities to serve the needs of all current and future residents in the Township:

- Continue to provide adequate services to fit the needs of the Township.
- Continue to share services to the extent possible.
- Continue to evaluate the adequacy of existing facilities.

SCHOOLS

The Franklin Township School District provides a comprehensive educational program and has won national Blue Ribbon and State Best Practices awards. There are a total of eight schools in the Township with approximately 6,700 students and over 900 staff.² These include six elementary schools with magnet programs in science and technology; fine, visual and performing arts; and international studies. In addition, there is one adult community school where adults can attend elective classes or pursue their high school diploma. As reported in the 1999 Franklin Township Master Plan, the New Jersey Department of Education approved one charter school to operate in the Township. Since then, its license has been revoked and the school disbanded. The majority of the schools are located in the Somerset section of the Township, where most of the population lives.

² William Westfield, Superintendent Franklin Township Board of Education.

School Facilities

As shown in the Table below, since the opening of the new high school on Elizabeth Avenue, the elementary schools now serve grades K-4, the middle school serves 5-6, the old high school serves 7-8 and the new high school serves 9-12.

**Table CF-1
School Facilities**

	Address	Grades
Elementary Schools		
Conerly Road School	35 Conerly Road	K-4
Elizabeth Avenue School	363 Elizabeth Avenue	K-4
Pine Grove Manor School	130 Highland Avenue	K-4
MacAfee Road School	53 MacAfee Road	K-4
Franklin Park School	30 Eden Street	K-4
Hillcrest School	500 Franklin Boulevard	K-4
Middle Schools		
Sampson G. Smith Intermediate School	1649 Amwell Road	5-6
Old High School	415 Francis Boulevard	7-8
High School		
Franklin High School	Elizabeth Avenue	9 – 12

Source: Franklin Township Board of Education

Recent Facility Improvements

In 1998, the Township created an Ad Hoc Advisory Committee on Enrollment Growth to address the school district’s projected enrollment growth and facility needs. Based on their conclusions and findings, the Township schools have undergone significant alterations, additions and new construction in order to accommodate future enrollment growth. The construction of a new high school has been completed that has been designed to accommodate 2,000 students. New wings were added to the Elizabeth Avenue School and the Pine Grove Manor School. Renovations were also performed at The MacAfee School.

Also, the Board of Education has purchased several properties on Claremont Road (Block 34.08, Lots 4-6) (43.8 acres) for the location of a future school.

Enrollment

Since 2000, the Franklin Township school district has experienced steady enrollment growth, and is anticipated to reach an enrollment of 7,619 by the 2009-2010 school year (see Table CR-2, below). As mentioned previously, the Board of Education has purchased property on Claremont Road for the purposes of constructing a new school, when needed.

**Table CF-2
School Enrollment Trends, 2000 to 2009**

School Year	Enrollment*	Number Change	Percent Change
2000	5,842	--	--
2001	6,052	210	3.6
2002	6,294	242	4.0
2003	6,584	290	4.6
2004	6,740	156	2.4
2005	6,950	210	3.1
2006	7,198	248	3.6
2007	7,384	186	2.6
2008	7,518	134	1.8
2009	7,619	101	1.3

*Does not include Adult High School or out of district students.

Source: Franklin Township Board of Education, last revised January 20, 2005

School Recreational Facilities

The Franklin Township school system has a number of recreational facilities that are available for use by students, and by residents when not in use by the schools. Table CF-3 below lists the number and total acreage of each school's recreational facilities. The new high school will add over 100 acres of sporting fields to the Board of Education's inventory. In the original plans for the new high school, a new stadium was proposed. Due to a higher bid than expected, the stadium money was re-allocated and used towards the actual building construction. In Fall 2005, the Township's election ballot will contain a referendum polling residents whether or not additional funding should be used towards construction of a new school athletic stadium.

**Table CF-3
School Recreational Facilities**

	Land Area (acres)
Elementary Schools	
Conerly Road School	13
Elizabeth Avenue School	39
Pine Grove Manor School	17
MacAfee Road School	12
Franklin Park School	32
Hillcrest School	1
Middle Schools	
Sampson G. Smith Intermediate School	32
Franklin High School (old)	76
High School	
Franklin High School (new)	100+

Source: Franklin Township 1999 Master Plan

In 1999, some recreational fields were renovated, but have been deteriorating. Overall, due to the sharing of school recreational facilities by the students and residents, issues of overuse and maintenance have surfaced. The Board of Education can take action by creating maintenance planning schedules for the facilities, purchasing additional land for recreational purposes, or discontinuing the sharing of recreational facilities, and create separate facilities for each entity.

LIBRARY FACILITIES

There is one public library located in Franklin Township, situated on DeMott Lane next to the municipal building in the eastern section of town. The library was constructed in 1979 and totals 18,368 square feet. The library is currently undergoing significant renovations, which will double its size and capacity from 18,000 to 36,000 square feet.

Library Collection and Circulation

As shown in Table CF-4 below, the collection currently consists of 117,425 book volumes, 111,463 book titles, and nearly 10,000 audio and video volumes. There are also 239 periodical and newspapers, and 130 electronic titles. The Public Library has a current circulation of approximately 227,498. Once the expansion is completed, the library's total circulation will increase by an additional 156,000 books.

**Table CF-4
Library Collection and Circulation, 2003**

	Number
Book Titles	111,463
Book Volumes	117,425
Periodicals and Newspapers	239
Audio Volumes	4,066
Video Volumes	5,349
Electronic Titles	130
Circulation	227,498

Source: January Adams, Director, Franklin Public Library

Library Services and Amenities

The library has a total staff of 47 employees: 14 full-time and 33 part-time employees comprised of professional librarians, assistants, clerks and administrative assistants. The library is open seven days a week from September through June, and closed Sundays in July and August.

In addition to the traditional library services of reading, researching and borrowing books, the Franklin Public Library stays closely connected with the community by offering a variety of activities and programs to residents of all ages. Adult programs include informational workshops, guest performances, speakers and author appearances. For the library's young adult programs (aged 12 years and up), the library offers a Summer Reading Club and weekly craft activities. For children aged 6 months to 12 years, the library also offers a Summer Reading Club, as well as story time, and other literature based programs. These programs are well-attended. In fact, over 7,000 children attend programs each year.

Other services offered to the library patrons include internet access, a secure online site for book renewals, and the option to use other public libraries throughout Central New Jersey including Bernardsville, Dunellen, Highland Park, New Brunswick, Middlesex and Perth Amboy. The Township recently opted out of the Somerset County Library System, which ended Township

access to the Rocky Hill library, which was convenient to those living in the southern portion of the Township.

The New Jersey State Library Standards applies a population-based standard to municipalities to determine if they have a sufficient amount of public library space to meet the demands of their communities. In 2000, Franklin Township had a resident population of 50,903. According to the New Jersey State Library Standards, the Franklin Township public library should be a minimum of 27,566 square feet. Based upon these standards, the current library is well below the size it should be for its population. With the expansion, the library will exceed the recommended square footage and meet Franklin's current and future population.

Planned Expansion and Renovations

The library expansion is expected to be complete by early 2006. The expansion and renovations will cost approximately \$7.7 million dollars, with approximately a quarter of the cost raised through a large state grant and other funding. Under the current conditions, overcrowding has become an issue and the expansion will be specifically devoted to children services and programs. A new wing will create places specially designed for children.

Other renovations include cosmetic changes to the interior, repairs to the roof, an entirely new layout of the floor space in order to accommodate additional reference and non-fiction collections, a centralized Internet computer area, three specialized meeting and study rooms and a media center. A new and spacious lobby area will bridge the new and existing facility together. This area will house the circulation desk, displays, lounge areas and the fiction collection. The building will also incorporate environmentally friendly design techniques; green tinted glass will be used to convert solar energy into lighting.

FIRE SERVICES AND FACILITIES

Franklin Township is a large and diverse community with areas of urban, suburban and rural development that require fire protection. Consequently, the Township has an extensive network of fire facilities to serve residents, businesses and visitors. There are four fire districts containing nine fire departments. The Township's fire departments are staffed by volunteers who live and work in the community.

Fire District 1 has a service area that covers the northwest and central sections of the Township. It contains the Elizabeth Avenue Fire Company, the Middlebush Fire Department, the Millstone Valley Fire Department and the Somerset Volunteer Fire and Rescue Company.

Fire District 2 has a service area that covers the central and southern sections of the Township. It includes the Franklin Park Volunteer Fire Company, the Griggstown Fire Company and the Little Rocky Hill Volunteer Fire Company.

Fire District 3 has a service area that covers the northeastern section of the Township. It contains the Community Fire Company and East Franklin Fire Company.

Fire District 4 has a service area that covers the southernmost section of the Township and consists of the Kingston Volunteer Fire Company, which is located in the adjacent Township of South Brunswick.

FIRST AID SERVICES AND FACILITIES

The first aid services in the Township report concern regarding their ability to serve the impending influx of more than 2,000 units of senior housing in the northwest sector of the Township. Also, the South Bound Brook / Franklin Township First Aid Squad no longer serves the northwest sector of the Township, therefore Franklin-Somerset and East Millstone First Aid Squads must alternate their services to cover this area. The Township's first aid squads are staffed by volunteers who live and work in the community.

As shown in Table CF-5 below, there are five first aid squads that serve the residents of Franklin Township. The East Millstone and Franklin-Somerset First Aid Squads are located within Franklin Township. The Kendall Park, Kingston and Rocky Hill First Aid Squads are located outside of the Township.

**Table CF-5
First Aid Squad Facilities and Equipment**

	Address	Equipment
Squads within the Township		
East Millstone First Aid Squad	Amwell Road	3 ambulances
Franklin-Somerset First Aid Squad	179 Girard Avenue	3 ambulances
Squads outside of the Township		
Kendall Park First Aid Squad	New Road, Kendall Park	3 ambulances
Kingston First Aid Squad	4280 Route 27, Kingston	3 ambulances
Rocky Hill First Aid Squad	Box 175, Rocky Hill	2 ambulances

Source: Representative from each First Aid Squad, 2004.

The East Millstone First Aid Squad serves the central and western sections of the Township. East Millstone has one main facility located on Amwell Road and a substation located within the municipal complex. East Millstone has a total of 19 EMTs (emergency medical technicians) plus a support staff. It had 506 emergency calls in 2003, a 10 percent increase from 1995.

The Franklin-Somerset First Aid Squad currently has 25 volunteers who serve as EMT's and provide support services. It had 1,200 emergency calls in 2003, which represents a 22 percent decrease from 1995. Franklin-Somerset's hours of operation decreased from 24-hour service to 12-hour service which can account for the decrease in the number of emergency calls. The Township hired an ambulance company to cover the other 12 hours. The Franklin-Somerset First Aid facility underwent major renovations totaling \$300,000 funded solely by donations. Renovations included the creation of a second floor and the widening of the bay doors in order to accommodate emergency vehicles.

As stated in the 1996 "Strategic Plan for Fire and Emergency Medical Services," there is still a need for a stable source of funding to support the operations of the first aid squads of the Township.

Progress Since the Last Master Plan and Future Needs

In the 1999 Master Plan, East Millstone First Aid Squad identified the need for external defibrillators. Since then, they have purchased these defibrillators. In the future, the East Millstone facility will need renovations, including expansion of bays, in order to accommodate the newly designed ambulances. By 2007, it anticipates the need for a new ambulance, which it is planning to purchase through fundraising efforts.

In the 1999 Master Plan, Franklin-Somerset First Aid Squad identified the need to renovate their facility. Since then, the facility underwent a \$300,000 renovation funded by donations.

In the 1999 Master Plan, the Township was exploring the concept of providing outside contractors for the South Bound Brook/Franklin Township First Aid Squad area, similar to the service provided at the Franklin-Somerset Squad. Since then, the Township contracted with Rural Metro Ambulance Company from 6 am to 6 pm to cover the northwest sector. Franklin-Somerset and East Millstone alternate to cover the remaining 12 hours from 6 pm to 6 am.

Overall, there still remains a need for a rigorous recruitment initiative for more volunteers. Both Township first aid squads are feeling pressured to safely serve the Township especially with the rapid development of age-restricted housing in the northwestern portion of the Township.

POLICE SERVICES AND FACILITIES

The Franklin Township Police Department serves the entire Township, including residents and employees of local businesses. The Public Safety Building (Police and Court) is centrally located next to the municipal building on DeMott Lane. The Department also has a firing range located on Route 27 in the Little Rocky Hill section of the Township.

Vehicles and Equipment

The Department covers an extensive service area and consequently requires a significant amount of equipment, particularly vehicles to patrol the area. The Police Department has 77 vehicles, including 35 general patrol cars, 32 investigation cars, 4 four-wheel drive trucks, 1 prisoner van, 1 motorcycle, 1 quad, and 3 utility trailers. There are a total 123 officers and staff employed by the Department including 1 Chief, 2 Captains, 5 Lieutenants, 17 Sergeants, 13 Detectives, 63 officers, and 22 civilian staff members.

**Table CF-6
Police Department Equipment and Force, 2004**

Equipment	Description
Vehicles	35 general patrol cars, 32 investigation cars, 4 four-wheel drive trucks, 1 prisoner van, 1 mobile command post, 1 motorcycle, 1 quad, 3 utility trailers, 1 mobile message board
Officers and Staff	Number
Chief	1
Captain	2
Lieutenants	5
Sergeants	17
Detectives	13
Officers	63
Civilian Staff	22
Total	123

Source: Franklin Township Police Department, 2004

The Department plans to purchase seven to 10 vehicles per year. The Department upgraded its radio system and installed a digital trunked radio system for the Township in conjunction with Somerset County. The Police Department has identified the need for additional equipment including additional K-9 staff, alternative light source latent print detection device, optical fingerprint reader as well as an upgraded private branch exchange and computer system.

Law Enforcement Initiatives and Programs

The officers and staff of the Township Police Department are responsible for law enforcement, public safety programs and support functions. The Department's operations incorporate the community policing model that emphasizes a proactive, decentralized approach to law enforcement and a partnership with members of the local community. Community policing is characterized by an emphasis on officer initiative in deterring and preventing crime, establishing relationships and effective communications with members of the local community to solve problems and assigning officers to specific "beats" on long-term basis to enhance knowledge of local patrol areas and increase the effectiveness of law enforcement. The Department utilizes a variety of community policing techniques depending on the needs of the community and available police resources. Other programs which the Police Department participates in are Driving While Intoxicated (DWI) program, Drug Alcohol Resistance Education (DARE) program, Park, Walk and Talk, Bicycle Registration, Operation Cooperation Day and Neighborhood Watch Program.

The Traffic Bureau of the Police Department advises the Planning Board and Zoning Board of Adjustment on development applications that come before those Boards.

RECOMMENDATIONS

The following recommendations summarize those listed throughout this Element:

Schools

- Plan for adequate facilities to serve areas of the Township projected to experience residential development.

Public Library

- Monitor opportunities to provide greater access in the southern portion of the Township to library services.

Fire Facilities

- Maintain and improve existing facilities.

First Aid Facilities

- Maintain existing facilities.
- Plan for adequate daytime first aid service and coverage by recruiting volunteers, coordinate with police and fire departments, and improving response times.
- Plan for the future improvement or replacement of facilities.
- The “Strategic Plan” stated there is a need for a stable source of funding to support the operations of first aid squads in the Township.

Police Facilities

- Increase personnel and equipment levels in step with increases in resident and business populations.

PARKS, RECREATION AND OPEN
SPACE ELEMENT

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PARKS, RECREATION AND OPEN SPACE ELEMENT

INTRODUCTION

Parks and recreation facilities are important components of the quality of life within a community. The Township prides itself on its diverse open space and recreation parcels including the Hutcheson Memorial Forest - one of the last remaining uncut forests on the east coast. Other open space and recreational land includes the D&R Canal State Park, the County-owned Colonial Park, and the 3,300-acre Six Mile Run Reservoir. In November 1998, the voters of Franklin approved a referendum recommending the Township Council create a Municipal Open Space, Recreation and Farmland and Historic Preservation Trust Fund. In 1999 the ordinance was adopted. The purpose of the ordinance is three-fold. It:

- Established the Open Space Trust Fund;
- Established a funding mechanism to assist in property acquisition, easements, development rights or for the preserving open space, farmland preservation parcels, or historic properties through the assessment of a special tax rate in the amount of 0.05 per \$100.00 of the annual assessed property valuations; and
- Established an Open Space Advisory Committee to prepare an Open Space Plan, and oversee open space acquisition and park development activity in the Township.

As a result of the Township-approved open space tax, the Township has become eligible for funds for open space acquisitions and park development from the State. The Township is also eligible for monies under the Garden State Preservation Trust, and the Somerset County Open Space and Preservation Trust Fund.

GOALS AND OBJECTIVES

The following goals and objectives for parks, recreation and open space have been established as follows:

Goal: Provide adequate facilities to serve the needs of all current and future residents of the Township.

- Determine the proper balance between neighborhood and regional recreational facilities and between active and passive recreational areas;
- Leverage local funds to increase the Township's share of State and County funds to purchase open space, conservation easements and development rights;
- Use existing resources such as local parks and open spaces;
- Continue to provide open space buffers around existing facilities;
- Retain existing Township-owned land and facilities;

- Expand existing parklands and preserves to incorporate significant adjacent open space areas.
- Promote the development of park and recreation facilities to meet the needs of Township residents.
- In conjunction with the other Elements of the Master Plan, promote the development of multi-use paths connecting residential areas to recreation and community facilities, schools, parks, playgrounds and shopping areas.

Goal: Protect Natural Resources.

- Protect unique and endangered habitats.
- Preserve the remaining large tracts of open land in the Township.
- Establish a connected, area-wide system of greenways, parks, trails, natural areas, scenic landscapes and farmland.
- Protect areas of scenic value, especially those visible from public roads and areas that are unique and/or define the character of the Township.
- Protect and preserve resources efficiently via the purchase of conservation easements or other low-cost methods.

Goal: Preserve Agricultural Lands.

- In conjunction with the Economic Plan Element of the Master Plan, maximize efforts to preserve active farms.
- Focus on preservation of prime agricultural lands.

PARK AND RECREATION FACILITIES

Municipal Properties

The Township parkland system consists of dedicated parks, a preserve and softball/baseball facilities. Additionally the Township owns open space, including the Hutcheson Forest buffer and developer-dedicated open space (see **Existing Land Use and Community Facilities Map** for locations of facilities and open space).

**Table P-1
Municipal Park and Recreational Facility Inventory**

	Total Acres	Tennis Courts	Baseball/ Softball Fields	Football Fields	Soccer Fields	Basket- ball Courts	Play- grounds	Trails (miles)	Picnic Area	Picnic Shelter	Parking (in spaces)
PARKS											
Bascom Park	2.4		1			2	1(1)		1	1	25
Castleton Park	9		1			4	1		1	1	12
Consovoy Park	8.2		1				1(1)		1	1	60
Delar Park (Franklin Park)	9.1		1			2	1(1)		1	1	20
Dunham-Lebed Park	4.15		1		1	2	1	0.5	1	1	40
East Millstone Park (2)	0.5					2	1		1		None
Grosso Grove Picnic Area*	0.05								1		100
Guglielmo Marconi Park	0.7										4
Inman (Quarry) Park (5)	51.6	6	2	1	1	4	1(1)	1	1	1	139
Kingston School	5.09		1			1	1(1)				12
Middlebush Park	82.39			1	1		1	1+			30
Naaman Williams Park (4)	16.68	1	1			4	2(1)	1	2	2	50
Nassau Park	2					2	1		1		2
Rutgers Heights Park	2.1		1			2	1		1		None
Tulip Wood	3										
Van Wickle House	7.3							0.5			20
Bunkerhill Environmental Center	95.6							1+	2		10
<i>SUBTOTAL</i>	299.86										

PRESERVES												
Flemer Preserve (Kingston)	7.4								1+	1	12	
LITTLE LEAGUE FIELDS												
Franklin Little League Fields (3)	7		4+								60	
Franklin Township/South Bound Brook Little League Fields (3)	6		2+								50	
<i>SUBTOTAL</i>	<i>13</i>											
TOTAL	320.26											
Notes:	1	Playground also includes a tot lot										
	2	Facility includes a boat launch										
	3	Facility also includes a concession stand										
	4	Facility also includes a public pool										
	5	Facility also includes a storage building										
*Located on Board of Education property. Source: Department of Recreation, Franklin Township												

Recreation Facilities and Programs

The Township Department of Recreation offers a variety of recreational activities for all ages. Activities for teens include but are not limited to aerobics, roller hockey, open basketball, volleyball, tennis, and arts and crafts. Adult activities include but not limited to aerobics, "executive" basketball, and co-ed volleyball. The Department of Recreation also includes specialized activities for senior citizens including a walking club, "sit and fit exercise," yoga, aerobics, fine arts, technology courses, and Spanish courses. Some of the activities for youth include a variety of sports leagues and clinics, swimming & tennis instruction, and summer camp. For the youngest age groups, toddler activities such as arts and crafts, parachute games, and parent-child courses are available. Preschoolers can enjoy intro to sports programs, music and craft activities and Safety Town in the summer. The Township also maintains a policy of inclusion in its various recreation programs and works with families to address special needs. Throughout the year the Township also sponsors a variety of special events including the 4th of July Celebration, the Annual Pumpkin Patch Carnival, the Tree Lighting Ceremony and Bunny Jamboree.

The Department of Recreation is located in and manages the daily operation of the Community/Senior Center which is located at 505 DeMott Lane at the municipal complex. The facility is open from 8:30-4:30pm, Monday through Friday for Recreation Program Registration and Senior Citizens Programs. The facility is also open in the evening for use by community organizations. Additionally, the Department of Recreation manages the usage of the Laurel Avenue School in Kingston for the Township.

Recent Municipal Park and Recreational Facilities Improvements

- **Middlebush Park**

This park is located on DeMott Lane adjacent to the municipal building. The New Jersey Department of Environmental Protection awarded the Township a matching grant for Middlebush Park Phase I improvements including an access road, parking lots and playing fields. Phase I improvements are expected to be completed by 2006.

- **Naaman Williams Park**

The Naaman Williams neighborhood park underwent rehabilitation to refurbish the public pool, tennis courts, baseball and soccer fields, playgrounds, hiking trails and a picnic area. A portion of the project was funded through Green Acres funding.

- **Dunham Lebed Park**

Dunham Lebed Park was improved to include one baseball field, two basketball courts, one playground (includes a tot lot), a picnic area and 0.5 miles of hiking trails.

Board of Education Facilities

As discussed in the Community Facilities Plan Element, there are a number of Board of Education recreational facilities that the students and residents are allowed to use when the schools are not using the facilities. Each educational facility contains recreation facilities that

are used by the school children during the day, and then shared off-hours by the Recreation Department for both indoor and outdoor space. Although there is a good working relationship between the Board of Education and the Township, scheduling conflicts between the school and Township activities do occur and the Board of Education facilities generally cannot be relied upon to provide recreational services to the Township at-large.

The Board of Education recently acquired several parcels (43.8 acres) on Claremont Road that it is reserving for a future school. Until the time the school is built, the Board of Education is willing to arrange some type of use of the property with the Township. The potential recreational use of this property is currently under review by the Township.

Recreation Needs Assessment

The Township Recreation Council and Director of the Department of Recreation were contacted regarding their opinions on local-level municipal needs. They recommend the following:

- **Maximize Use of Board of Education Facilities**

As the previous Master Plan recommended, the Township should continue to work with the Board of Education to maximize all Township facilities.

- **Maintenance of Existing Facilities**

It is recommended for the first priority to maintain and upgrade existing facilities as needed. Upgrading existing facilities could include the installation of Field Turf on multi-purpose fields to increase their usability throughout the year.

As the previous Master Plan recommended, the following recommendations should be followed for all existing parks:

- Barrier free access paths should be provided in existing parks.
- Provide permanent or temporary restroom facilities in all developed parks
- Existing fields and courts should be inventoried for drainage and grading improvements that would increase utility, where feasible, and maintenance activities should be increased.
- Lighting should be considered for baseball, softball, football, soccer, roller hockey and tennis to expand use of fields.

- **Middlebush Park**

Middlebush Park should serve as a northern community park as recommended in the previous Master Plan. Development should continue beyond the first phase to entail a combination of the following improvements:

- 2-3 softball fields
- 2-3 soccer/football fields
- Amphitheater
- 2-4 Basketball Courts
- Skate Park
- Paved Jogging and bike trails
- Tot lot
- Restrooms
- Picnic Shelter
- Roller Hockey

- **Southern Community Park**

A southern community park was recommended in the 1999 Master Plan, and continues to be recommended. Potential sites include the newly acquired Catalpa property off of Old Vliet Road or on the northwestern corner of Suydam and South Middlebush Roads. Concept plans should be prepared for both sites to determine which site is most appropriate for community recreation given existing vegetation, topography and any development constraints such as poor soils or wetlands, and opportunities for buffering from adjacent residences. The Catalpa property is located on Block 20.02, Lot 8 and is 106.6 acres in area; and the other Township-owned property on South Middlebush Road is 115.62 acres and is known as Block 36.01, Lots 20.01 and 20.02. Facility improvements should include:

- 2-3 softball fields
- 2-3 soccer/football fields
- Cricket pitch
- 2-4 Basketball Courts
- Skate Park
- Water spray park
- Paved Jogging and bike trails
- Tot lot
- Restrooms
- Picnic Shelter
- Roller Hockey
- 2 Tennis Courts

- **Lighted Athletic Fields**

The Department of Recreation reports that lighted athletic fields are needed in the Township. There currently are none. The Department recommends that they be installed in areas where there are no residences nearby, in an effort to avert complaints. One potential location could be near the new high school that is located on Elizabeth Avenue.

- **New Neighborhood Parks**

- Development of a neighborhood park is recommended in the US Homes and Wildflower Ridge areas each with a softball field, a basketball court, open field space, a tot lot and a picnic shelter.
- Tot lot development in pocket parks is recommended.
- The Laurel Avenue School should remain a community meeting resource.

- **Community Center and Pool**

Two indoor community pools are recommended:

- At the high school
- In a YM/WCA. A YMCA located next to the high school could accommodate both purposes.

- **Additional Community Center**

The current community center, although less than 7 years old, experiences scheduling problems, particularly in the evenings. A second community center could assist the Department of Recreation in meeting demand for services. A teen recreation center is recommended for the Hamilton Street neighborhood.

OPEN SPACE AND FARMLAND HOLDINGS

Municipal Holdings

A summary of all open space and preserved land in the Township, provided by the Township Open Space Advisory Committee, is as follows:

**Table P-2
Open Space Summary**

	Owner	Acres
State-owned preserved land	State	4,771.38
County-owned preserved land	County	1,020.03
Franklin Township-Preserved	Township	2,172
Homeowners association's open space	Private	547.00
Private non-profit preserved	Private	59.43
Farmland preservation easement	Private/County/Township or Non-profit organization	<u>568.96</u>
Total acres preserved		9,138.80
Percentage of Township that is currently preserved		32.6 %

Since 2000, the Township, through the work of the Open Space Advisory Committee, has acquired 1,027 acres including the following properties:

**Table P-3
Open Space Acquisitions**

Date Closed	Name	Address	Block	Lot	Acreage
10/4/00	Gierlich Properties	Amwell Road	508.02	49.01	27.04
	Gierlich Properties	Amwell Road	509	22	5.63
7/9/01	Toto Farm	1895 Amwell Road	508.02	48	48.2
6/1/01	Catalpa Farms	15 Old Vliet Road	20.02	8	106.99
8/27/01	Mellis	73 Bunker Hill Road	11.01	9.2	20.5
1/9/01	Sterling Grove	Cedar Grove Rd & Wilson Road	423.01 and 417.01	14, 15 and 14	42.1
5/14/01	Lincoln Property	Bennett's Lane	85	17.03	38.01
5/14/01	Meadow Glen Estates**	Courtelyous Lane	37.02	2	57.6
8/22/01	Princeton Highlands	Canal Road	11.01	72.01, 73.01, 81.01, 81.03	188.15
5/13/02	Miles	Canal Road	11.01	83.01	40.8
2/11/03	Negri-Nepote-Native Grasslands Preserve	Bennett's Lane	85	11.01, 20, 65, 67	127.7419

Date Closed	Name	Address	Block	Lot	Acreage
8/1/03	Tulipwood	Hamilton Street	347	8	3
8/3/03	Scott	Amwell Road	74.01	7	74.70
9/3/03	Prokop	Nassau St	485	13	0.09
1/1/04	Field	Bunker Hill	11.01	58	9.27
2/1/04	Kingston School	Laurel Ave	5	141	5
4/28/05	Cichowski**	Bennetts Lane	85	32	36.6
5/16/05	Green Hill Manor	Bunker Hill	20.11	16.03	75.698
5/19/05	Fish Two Equities	477-479 Elizabeth Ave.	507.14	63.01, 64	6.26
7/5/05	Carroll	Copper Mine Rd.	11.01	52	8.94
10/25/05	Marshall**	Courtelyous Lane	37.02	1.01	31
12/20/05	Galdi RR bed	Amwell Road	75	14	5.75
12/20/05	Galdi**	Amwell Road	74.01	9	68.246
	** Development easement only			Total	1,027.31

Source: Franklin Township Open Space Advisory Committee.

Negri-Nepote Native Grassland Preserve and Ten Mile Run Greenway Natural Areas

In 2003-04, Franklin Township partnered with the New Jersey Audubon Society (NJAS) and Loos Consulting to manage the Negri-Nepote Native Grassland Preserve (part of the Middlebush Greenway), and the Ten Mile Run Greenway through the development of a Habitat and Recreation Management Plan. The Negri-Nepote Native Grassland Preserve is 163 acres and is bounded by Bennett's Lane to the north and Skillman's Lane to the south. Ten Mile Run Greenway stretches over 4 miles in length, and located in the southern section of the Township. It is 684 acres and extends from Canal Road in Griggstown east to South Middlebush Road in Franklin Park. The western portion of this 684-acre tract is known as the "Griggstown Native Grassland Preserve-Part of the Ten Mile Run Greenway." The middle portion is known as the "Bunker Hill Natural Area-Part of the Ten Mile Run Greenway," and the eastern portion is known as the "Bunker Hill Natural Area-Part of the Ten Mile Run Greenway."

The main focus of the Habitat and Recreation Management Plan is passive recreation and maintenance of wildlife habitats. The Plan emphasizes the restoration and management of native grasslands, partly because the US Department of Agriculture and US Fish and Wildlife Service will pay 75 percent of establishment and management costs for Grassland Management efforts. Recommendations from the Plan include, but not limited to:

- Restoration of 111 acres of native grassland
- Restoration of 47 acres of native grassland
- Wetlands restoration
- Creation of 13 miles of hiking trails in both tracts

In July 2004, the Federal Government awarded the Township \$90,000 for its efforts to preserve and manage the Negri-Nepote Native Grassland Preserve. The federal grant program, Wildlife Habitat Incentives Program (WHIP) recognizes projects that improve or develop habitat for wildlife. With the federal grant monies, the Township will be able to develop a vernal pool, butterfly garden and trails.

Among the completed tasks to preserve the Negri-Nepote Native Grassland Preserve, forty acres of grasslands meadows with native, warm-season grasses that will attract threatened and endangered species of birds were planted in Spring 2005. Another 70 acres will be planted in 2006-07. A 2½-acre wetlands/vernal pool area was created in 2005 to attract migratory birds and amphibians, and will become a significant wildlife viewing area. At the time of completion, the Negri-Nepote Native Grassland Preserve will have over three miles of marked pedestrian trails, one parking area, a kiosk at the parking area, blue bird boxes placed at fields, interpretative signage and trail guides.

In Spring 2006, fifty acres of native, warm-season grasses that attract threatened and endangered species of birds will be planted in the Griggstown Native Grassland Preserve. At the time of completion, nearly ten miles of marked pedestrian trails will link the three portions of the Ten Mile Run Greenway. Three parking areas, a kiosk at each location with trail guides, blue bird boxes, interpretive signage, a butterfly garden and a barn swallow nesting structure near the Griggstown parking lot are also expected at the time of completion.

Priority Acquisition Areas

The Township's Open Space and Recreation Plan identifies the following areas as high priority preservation areas:

- **Canal Preservation / Millstone Valley Area**
The Canal Preservation / Millstone Valley Area is located along the D&R Canal on the western and northeaster border of the Township. The Area identified for preservation by the State as part of the Green Acres State Acquisition Project area. The main project initiative is to connect the D&R Canal Greenway into a system of greenways within the region. The County identifies the Area as the Millstone River Valley Initiative in its 2000 Open Space, Parks and Recreation Plan.
- **Kingston / Griggstown Preserve**
The Kingston / Griggstown Preserve is located in the southern portion of the Township. It includes one of the largest contiguous land areas remaining in the Township.
- **Village Greenbelts**
Village greenbelts have formed around the historic villages in the Township, including Kingston, Griggstown, East Millstone, and Middlebush. The Plan recommends that these greenbelts, plus an area around Franklin Park, are worthy of protection in order to preserve the historic settlement patterns of the Township.

- Agricultural Preservation Area**
 The Agricultural Preservation Area would link Six Mile Run State Park lands with the Village of Zarephath to the north. Zarephath Village is part of the Preservation Area in order to maintain farming as a viable practice in the area.
- Stream Greenways**
 Stream Greenways are buffers of 300 feet on either side of a stream. These buffers can serve as greenways to link open space and recreational areas. The Ten Mile Run Greenway is specifically recommended for conservation and includes buffering Ten Mile Run and Simonson Brook.
- State / County Lands Preservation Area**
 The Plan indicates that land adjacent to State and County-owned land should be preserved to expand upon existing open space/recreational land.
- Scenic Resources**
 The Plan also indicates a number of scenic resources that are worthy of acquisition. Many of these resources have either been preserved by the Township or County since the time of the report, such as the Catalpa property, or have been approved for development, such as the Canal Walk properties.

Specifically, the Open Space Advisory Committee is targeting the following properties for acquisition in fee or in easement:

**Table P-4
 Open Space Priorities**

Pending Purchases already approved:	
<ul style="list-style-type: none"> Galdi (R40) 80.00 acres Harris** (R40) 15.30 acres Middlebush Farms (R40)** 23.00 acres Marshall** (R40) 30.59 acres 	<ul style="list-style-type: none"> Lake** 21.99 acres Suydam Assoc.** 133.00 acres J. Kiss (RR3)** 8.90 acres K. Kiss (RR3)** 10.40 acres
Recommended additional open space purchases (owner and zoning district):	
<ul style="list-style-type: none"> Lattanzio, (Scalzone Park) 1.0 acres Riya I** (R40) 12.26 acres Riya II** (R40) 6.56 acres 	<ul style="list-style-type: none"> Chrin (RR3)** 144.10 acres Perrin** (R40) 6.10 acres
**Development easement only.	

Source: Franklin Township Open Space Financial Report, February 2005.

Farmland Preservation

As described in the foregoing sections, the Township actively pursues acquisition of lands to be kept as open space and lands to be preserved as working farms. The following is a list of properties in Franklin that participate in the Somerset County Farmland Preservation Program:

1. Negri Farm – Bennetts Lane
Block 85 Lots 20 and 65 - 100 acres
2. Nemeth Farm – South Middlebush Road
Block 81 Lot 5 - 72.26 acres
3. Nieman Farm – Suydam Road
Block 33 Lot 2 and 2Q - 91.2 acres
4. Peacos Farm – Coppermine Road
Block 9 Lots 34, 38 and 40 - 66 acres
5. Cichowski Farm--Bennetts Lane
Block 85 Lot 32 - 36.6 acres
6. Marshall Farm--Cortelyous Lane
Block 37.02 Lot 1.01 - 31
7. Little Valley Farm--Canal Road
Block 9 Lot 7 (conservation easement only)

A Farmland Preservation Plan was adopted by the Planning Board in September 2000 that listed goals and objectives for farmland preservation and sites that were to be acquired at the time. These goals and objectives are still relevant and are included as part of this Master Plan as follows:

1. Maximize efforts to preserve active farms.
2. Focus on preservation of prime agricultural lands.
3. Work with willing landowners in pursuing the best method of preservation for the Township and the landowner, taking into account available funding, landowner needs and Township goals.
4. Coordinate the open space preservation effort of Franklin Township with all interested agencies, including other municipalities, counties, state and federal governments, and private organizations and individuals.
5. Protect farmland by purchase of development rights, continued use of farmland assessment and other effective mechanisms.
6. Discourage the extension of utilities to large farms.
7. Maintain the open space dedication requirement under cluster options.
8. Encourage on-going dialogue between Township officials and farmers to determine needs and opportunities.
9. Urge the State of New Jersey to dedicate all viable land to be used for agricultural purposes.
10. Develop a wildlife management plan to reduce crop damage.
11. Develop and foster alternative agricultural opportunities.

Similar goals and objectives and methods to preserve farms are included in the Land Use, Parks, Recreation and Open Space and Economic Plan Elements.

County Holdings

The presence of County and State facilities in the Township can off-set demand for municipal services, however should not be utilized as a substitute for municipal facilities or facilities planning. The County currently owns and operates the following facilities:

Colonial Park/Spooky Brook

Colonial Park was acquired by Somerset County in 1965. The Park totals 683.46 acres and is located in the Township. The Park can be used for both active and passive recreation. Recreational facilities located in the Park include two picnic areas which can accommodate up to 250 people, a 1.4 mile fitness par course for joggers, bicyclists and walkers, three ponds stocked by the NJ State Division of Fish Game, and Wildlife, and one softball field available for reservation to leagues and tournaments. There is the Lois Howe Nature Trail, numerous gardens, and the Colonial Park Tennis Center which contains 18 all-weather composition courts. The Spooky Brook Golf Course is located within the Park. The course is relatively flat, 18 holes and 6,612 yards. A driving range is located at the facility as well. The course is easy to walk, and known for its greens, tees and fairways.

Somerset County updated its Parks, Recreation and Open Space Master Plan in 2000. The Plan states since 1994, the County has acquired an additional 111.19 acres in Colonial Park, and a number of park improvements have occurred including:

- An 18-hole putting course
- Paddleboats reintroduced to Powder Mill Pond
- A park map has been developed
- Four parking lots have been expanded
- Replacement of older playground equipment with ADA and safety compliant equipment, and
- New signage, information kiosks and park gateway treatment have been implemented.

Additionally, the Spooky Brook Golf Course installed a new automated irrigation system and pump station, and new and enlarged tees have been constructed on all 18 holes.

Quail Brook Golf Course

The Quail Brook Golf Course is 200 acres in area and is located in the Somerset section of the Township. The course is 18-holes, and 6,617 yards. A driving range is located at the facility as well as senior center, playground, mini park with picnic tables and a fishing pier. The course is characterized as heavily wooded with a rolling front nine and a hilly back nine. The land for the golf course, as well as a portion of the monies needed for development, was donated by the developer of the adjacent Quail Brook residential development.

Open Space

The County Park Commission has acquired a number of parcels in the Township. These parcels are indicated as “preserved land” on the **Existing Land Use and Community Facilities Map**. The County supports the acquisition of lands to create a system of primary and secondary greenways within the County. One primary greenway system proposed by the County follows the D&R Canal. The proposed primary greenway would link two proposed County Parks in the central portion of the Township, located along the D&R Canal, one located adjacent to the Six Mile Run State Park.

The following are County open space and parkland initiatives:

1. Colonial Park/Spooky Brook. Additional land is needed to meet the existing demand for group picnic and other recreational activities, for buffering to maintain the park setting, and to create more park frontages for public use along the D&R Canal.
2. Greenways/Flood Plains and Ridgelines. The County will continue to preserve important greenways, floodplains and ridgelines.
3. Millstone River Valley Initiative. The County Park Commission would acquire outright or preserve through easements up to 2,000 acres in the Valley, which is partially located in the Township. The County Park Commission is also planning to prepare a Plan for the Valley to enforce development regulations (i.e. landscape design) and provide financial incentives.

State Facilities

Delaware & Raritan Canal State Park

The D&R Canal State Park is a 70-mile linear park that runs from New Brunswick to Trenton. It serves as a recreational corridor for canoeing, jogging, hiking, bicycling, fishing, and horseback riding. It also serves as an historic resource with its 19th century bridges, bridgetender houses, past and present locks, cobblestone spillways and hand built stone architectural culverts. The D&R Canal and towpath are part of the National Recreational Trail System.

The D&R Canal State Park is managed by the D&R Canal Commission which reviews development plans within a designated area around the Park. The 2000 Somerset County Parks, Recreation and Open Space Master Plan Update notes that since 1994, 200 acres have been acquired in Franklin Township along Canal and Suydam Roads to provide a link to the Six Mile Run State Park via multi-use trails. Zarephath House, a historic canal house in Franklin has been restored. Three new parking lots have been constructed along the Canal; one is located in the Township at the Van Wickle House. The Commission has endorsed the Somerset County application for a transportation enhancement grant to construct a bridge across the canal to link the D&R State Park to Colonial Park. The Commission is currently seeking locations for additional access to the Park from the Easton Avenue area that is accessible to a significant number of people. One such area may be the parcel located between the Somerset Diner and McDonald's.

Six Mile Run State Reservoir

The Six Mile Run Reservoir site, a 3,307-acre tract, was purchased by the State with Water Facilities monies to regulate the flow and provide storage capacity for the D&R Canal as a water supply. In 1989, the State established the site as a permanent State Park, and proposed a series of recommendations for development including bathing, camping, trails and other recreational facilities. To date, no resolution has been reached, and funding has not been provided to prepare a formal Master Plan for the State-owned land. The Reservoir features wetlands, forests, farmlands and old fields. The DEP leases 1,300 acres of the area to tenant farmers who use the historic farms as working farms.

As recommended in the previous Master Plan, the Township maintains its opinion and supports the use of the Six Mile Run State Lands for agricultural and recreational use only. If the State of New Jersey decides to sell any portion of the land, the Township would like to retain the right of first refusal for purchase of land. The Land Use Plan herein recommends that the Six Mile Run lands be designated for agricultural and recreational / open space uses only.

Non-Profit Land Holders

There are a number of non-profit landholders in the Township. Lands preserved by these entities are indicated as “preserved land” on the **Existing Land Use and Community Facilities Map**.

Privately-Owned Facilities

Privately-owned facilities and open space in the Township include the Bunker Hill Golf Course - an 18-hole course with a club house and other golf related amenities; the Tara Greens Golf Course which offers a par-3 executive golf course, and a driving range; a 55 acre Bird Sanctuary; and the Cedar Hill Club - an 18.8 acre golf course.

RECOMMENDATIONS

The following recommendations summarize those listed throughout this Element:

1. The Open Space Advisory Committee should continue its conservation and preservation efforts in conjunction with all pertinent recommendations of the Master Plan and the goals and objectives of the Master Plan and the adopted Open Space and Recreation Plan.
2. The Township Department of Recreation should continue to work with the Board of Education regarding the sharing of facilities.
3. The recommendations of the Department of Recreation and the Recreation Council should be followed when planning new parks, park amenities and programs.
4. Efforts to make existing facilities more usable via installation of Field Turf and similar materials should be pursued.
5. Public-private partnerships with recreation providers should be encouraged.
6. County open space and farmland acquisitions that are consistent with the goals and objectives of the Township Master Plan are supported.

7. Six Mile Run State lands should be used for passive recreation and farmland purposes only, and if sold, the Township should have the right-of-first-refusal to purchase the lands.

CONSERVATION PLAN
ELEMENT

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CONSERVATION PLAN ELEMENT

INTRODUCTION

The Conservation Plan Element is intended to set forth how the Township will preserve, conserve or utilize its natural resources including energy, open space, water supply, water quality, forests, soil, wetlands and waterbodies and endangered and threatened species habitat among other aspects. A majority of these concerns have been mapped, and the planning for them will be discussed. Also discussed herein are current conservation planning activities at all relevant levels of government.

GOALS AND OBJECTIVES

The following goal and objectives have been established for the Conservation Plan Element of the Master Plan:

Goal: Conserve open space, rural character, scenic vistas, sensitive environmental areas and farmland:

- Identify and protect such resources by continued use of the Open Space Trust Fund and non-contiguous parcel clustering;
- Maintain open space and link to other open spaces and community resources;
- Maintain clustering as a design technique which preserves open space and protects environmentally sensitive areas;
- Limit the extension of utilities to currently approved service areas, unless otherwise indicated herein;
- Promote retention of wildlife and species diversity by conserving contiguous tracts of differing vegetative types; and
- Maintain design and siting standards to protect the Township's historic and rural character, particularly in villages and along scenic corridors;
- Continue to support the Right to Farm Ordinance;
- Strongly enforce limits on impervious coverage and encourage innovative water quality enhancement techniques in site design.

Goal: Protect water quality in Township streams, the Millstone and Raritan Rivers and the Delaware & Raritan Canal.

FEDERAL AND STATE INITIATIVES

Watershed Management Plans

In 1997, the New Jersey Department of Environmental Protection (NJDEP) joined with the U.S. Environmental Protection Agency to promote a watershed management approach as a means to protect the water quality of New Jersey. Watershed Management is similar to regional planning where it is a process of managing all of the water resources in a specific area rather than on a site-specific basis. With this approach, the State was divided into 20 Watershed Management Areas and five water regions for the implementation of watershed management activities.

Franklin Township is located in two watershed management areas. Watershed Management Area 10-Millstone River (WMA-10) covers approximately 2/3 of the Township mainly in the central and southern portions of the Township, and Watershed Management Area 9-Lower Raritan River, South River, Lawrence Brook (WMA-9) covers the remaining 1/3 of the Township, located in the northern portion of the Township.

After 1997, NJDEP partnered with New Jersey Water Supply Authority to implement a watershed management process in the Raritan Basin. The Raritan Basin Watershed Management Project (the "Project") consists of Watershed Management Areas 8, 9, and 10. The Raritan Basin is located in central New Jersey and supplies potable water for nearly 1.2 million people. The Basin covers approximately 1,100 square miles in Hunterdon, Mercer, Middlesex, Monmouth, Somerset and Union Counties. All of the watersheds drain into the Raritan Bay, which is located in the vicinity of Perth Amboy. Major waterways in the Raritan Basin include North and South Branch of the Raritan River, Millstone River, Green Brook, Lawrence Brook and South River.

The project occurred in two phases. Phase I: Characterization and Assessment Phase was completed in 2001, and Phase II: Planning. The Basin Watershed Management Plan concluded with Problem Statements, Goals, Objectives and Strategies for each WMA and the Basin as a whole. The Plan was never adopted, and since the time of its release, NJDEP has moved away from watershed management plans and is now focused on implementation of more stringent water quality standards. The goals, objectives and strategies of the Plan are not specific to any municipality, instead they were established at a regional (watershed-based) level. Strategies from the Plan have been used for watershed protection implementation, and several regional (watershed-based) stormwater management plans, and Total Maximum Daily Load (TMDL) implementation plans have been initiated.

Table C-1, below, lists the Mission Statements, Goals and Objectives, and Strategies for each subcommittee for WMA-10 Millstone River which covers the majority of Franklin Township.

Table C-1
Mission Statements, Goals and Objectives, and Strategies of the Raritan Basin Subcommittees for WMA-10
Millstone River

Education and Outreach
Work with staff and volunteers to develop watershed management plan components in education and outreach, implement public outreach seminars, generate involvement in watershed planning and interest in plan implementation.
Land Management and Open Space
Identify watershed problems that may be caused by existing land uses and prioritize management practices. Identify opportunities for open space preservation to protect critical watershed resources. Develop watershed management plan strategies.
Land Use Planning, Wastewater and Water Supply
Identify issues where future land uses and the public and private availability and management of wastewater and water supplies affect the health of the Lower Raritan watersheds. Develop watershed management plan strategies.
Legal, Institutional and Implementation
Identify opportunities and obstacles regarding legal authorities, institutional capacity and implementation techniques (including regulatory and non-regulatory approaches). Develop management plan strategies.
Stormwater and Flooding
Identify needs and strategies to develop an institutional framework for regional, watershed based approach to stormwater management related to future development of infrastructure and land use changes. Identify strategies for managing stormwater from existing infrastructure and land uses.
Watershed Restoration*
Identify needs for and develop approaches to water resources restoration, including streams, rippondments, groundwater, wetlands and habitat restoration that are tailored to the Lower Raritan WMA. *Restoration is defined as any physical action that results in the improvement to the existing condition of a water resource. Restoration may include clean up, stabilization, and enhancement to create a more natural, less impaired condition.
Water Quality Monitoring and Modeling
Work with the Raritan Basin Technical Advisory Committee to identify water quality goals, monitoring needs and modeling needs for surface water quality. Develop watershed plan strategies to address pollutant reduction needs.

Stony Brook-Millstone Watershed Association

This non-profit group works with municipalities in the 265-square-mile region drained by the Stony Brook and the Millstone River. The member-supported association provides data and expertise in support of informed land use decision making, the protection of water quality and supply, and the improvement of the community’s awareness of environmental issues (<http://www.thewatershed.org/>). The Association has provided mapping to the Township as part of its studies, several of which are discussed later in this Element.

New Jersey Stormwater Regulation Amendments

In January 2004, New Jersey adopted additional stormwater rules to protect the State's drinking water supply and limit sprawl development.

Category-One Streams

One significant amendment involves the naming of additional Category-One (C1) streams in the state, and requiring a 300-foot buffer around these waterbodies. C1 protection is the highest form of water quality protection in the State where the buffers will protect critical drinking water sources and limit degradation by additional pollutants such as non point sources of pollution to sensitive ecological resources from new development. C1 waterbodies are classified as such due to their clarity, color, scenic setting, ecological significance, exceptional water supply significance or exceptional fisheries resources.

Under the new rules, there is some flexibility on the size of buffers required depending on whether the municipality has approved a stormwater management plan for the specific area, and for minor disturbances around existing development within the 300- foot buffer. There are several C1 waterbodies within Franklin Township, but the only C1 streams that require the 300-foot buffer are located in the Six Mile Run Reservoir and adjacent area. Stormwater Rule Areas have been mapped to indicate areas that may be subject to C1 regulations ([see Water Features Map](#)).

Stormwater Management

New rules added more stringent stormwater controls to the Residential Site Improvement Standards, which regulate most new residential development in the State. Municipalities are also required to amend their ordinances to better control non-residential uses and those uses not governed by RSIS. The Township is also in the process of adopting new stormwater standards for non-residential uses that will require the use of Best Management Techniques.

Municipal Stormwater Pollution Prevention Plans (SPPP) and Municipal Stormwater Management Plans (MSWMP) are now required pursuant to legislation adopted by the State of New Jersey in accordance with the U.S. Environmental Protection Agency's 1999 Phase II Stormwater Permitting Rules. Such legislation came to bear to better control non-point pollution sources, i.e., those that cannot be traced back to one specific source such as a factory.

SPPPs document a municipality's stormwater pollution prevention strategies in all areas, including public education and maintenance of public facilities and equipment. Beneath the umbrella of the SPPP is the MSWMP, which mainly presents a plan for regulating development that is not currently regulated by the Residential Site Improvement Standards. Municipalities are also required to adopt ordinances to regulate stormwater in developments that are not governed by RSIS, and to regulate pollution such as pet waste and litter.

Goals of MSWMPs typically include:

- Protect areas that provide water quality benefits or areas particularly susceptible to erosion and sediment loss;
- Minimize impervious surfaces and break up or disconnect the flow of runoff over impervious surfaces;
- Maximize the protection of natural drainage features and vegetation;
- Minimize the decrease in the "time of concentration" from pre-construction to post-construction;
- Minimize land disturbance including clearing and grading;
- Minimize soil compaction;
- Provide low-maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers and pesticides; and
- Provide vegetated open-channel conveyance systems discharging into and through stable vegetated areas.

In order to comply with the new requirements, a land use/build-out analysis was prepared by a consultant for the Township as the first step. Following steps will specifically recommend strategies that can be used to minimize, manage and/or mitigate the impacts of development upon stormwater.

The Land Use/Build-Out Analysis identified the HUC14 drainage areas within the municipality and estimated the potential amount of impervious cover, in acres, that could result from building in accordance with permissible levels of impervious cover, per the current zoning regulations. The findings were that the southern ½ of the Township, (HUC areas 02030105110110, 02030105110030, and 02030105110010), could experience a 1,273-acre increase in impervious cover at build-out; and the northern ½ of the Township (HUC 02030105110140, 02030105110130, 02030105110120, 02030105120150, 02030105120160, 02030105110170 and 02030105120140) could experience a 2,824-acre increase in impervious cover at build-out. The primary purpose of determining the potential amount of impervious cover in each drainage area was to determine the potential pollutant load to be generated in each area. Pollutants considered were total phosphorous, total nitrogen and total suspended solids.

**Table C-2
Land Use/Build-Out Non-Point Source Summary**

HUC14 ID	HUC14 Sub-Watershed Name	Area (acres)	TP (lbs/yr)	TN (lbs/yr)	TSS (lbs/yr)
02030105110010	Heathcote Brook	821.22	666	5,591	118,731
02030105110030	Millstone R (Beden Bk to Heathcote Bk)	1,499.20	1,496	14,314	211,268
02030105110110	Millstone R (Blackwell's Mills to Beden Bk)	2,952.81	2,528	21,672	444,652
02030105110120	Six Mile Run (above Middlebush Rd)	1,299.13	1,405	14,178	171,145
02030105110130	Six Mile Run (below Middlebush Rd)	787.78	520	4,467	85,537
02030105110140	Millstone R (Amwell Rd to Blackwell's Mills)	580.69	529	4,198	109,222

HUC14 ID	HUC14 Sub-Watershed Name	Area (acres)	TP (lbs/yr)	TN (lbs/yr)	TSS (lbs/yr)
02030105110170	Millstone River (below Amwell Rd)	1,901.47	2,499	22,857	406,292
02030105120140	Raritan R Lwr (I-287 Piscataway-Millstone)	1,395.95	1,905	19,838	232,185
02030105120150	Mile Run	728.78	1,037	10,901	109,139
02030105120160	Raritan R Lwr (Mile Run to I-287 Piscataway)	2,328.90	2,134	20,586	275,798
02030105130030	Oakeys Brook	15.99	31	319	3,002
	Total:	14,311.92	14,750	138,921	2,166,971

The Landscape Project

In 1994, the New Jersey Division of Fish and Wildlife's Endangered and Nongame Species Program (ENSP) began the Landscape Project with a mission "to protect New Jersey's biological diversity by maintaining and enhancing imperiled wildlife populations within healthy and functioning ecosystems." The Landscape Project divided the State into large land areas labeled "landscape regions" based upon their ecological characteristics and similarities. The Project utilized a database that included imperiled and priority species location information with 1995/97 land use cover. Consequently, the ENSP identified and mapped areas of critical importance for endangered species within the "landscape regions". The Landscape Project Critical Habitat Map was developed especially for land-use decision makers, i.e. municipal and county planners and local planning boards, state agencies, natural resource and lands managers, etc. This map can provide a basis for zoning decisions and land acquisition projects.

Based on the Landscape Project Critical Habitat Map, there are three critical habitats in Franklin Township including Forest, Grassland and Forested Wetland (see **Woodlands and Habitat Map**). The Grassland habitat is located in the central portion of the Township in planning Sector Two, and has for the most part, other than some locations in the Town and Country development, been preserved. The State Threatened Forest is generally located in the same area, along Ten Mile Run. This area is also mostly held by the State of New Jersey as part of Six Mile Run lands.

State Threatened Forested Wetlands are also located along Ten Mile Run and between the D&R Canal along the Millstone River across from Hillsborough and Montgomery Townships. Much of this land is also held by the State of New Jersey as part of the D&R Canal system. The species typically found in the Forested Wetlands include the Carolina Chickadee, the Spotted Turtle and the Cooper's hawk. The Eastern Box Turtle, the Carolina Chickadee and the Black and White Warbler are found in the Forest Critical Habitat, and the Eastern Box Turtle is also found within the Grassland Critical Habitat.

Critical Habitat for the Wood Turtle has been identified in Franklin Township, adjacent to the D&R Canal and close to the border of Hillsborough Township, generally along Six Mile Run. The areas designated as Critical Wood turtle habitat are within one mile of a Wood turtle sighting. The area along Canal Road that contains this habitat has been preserved as open space, as has some land off of Butler Road. An additional portion of this habitat is situated on farmland

between Butler Road and Suydam Road. The remainder of this habitat lies in areas that have been developed for residential use.

There have also been local documented sightings of Red-shouldered hawk between Veronica Lane and Bennett's Lane, in the vicinity of the brook (mapped and unmapped segments) that flows under Bennett's Lane.

LOCAL INITIATIVES

Open Space Acquisitions

As discussed in the Parks, Recreation and Open Space Plan Element of this Master Plan, the Township has been extremely proactive in the acquisition of environmentally valuable lands that have been under intense development pressure. Some of the notable acquisitions have been the grasslands, and lands that will add to the acreage of existing holdings.

Woodlands Study

In 1986, the Franklin Township Environmental Commission commissioned a Woodlands Study³ to survey the forested areas in the Township. The purpose of this study was to document mature forests, their extent, history and composition. It was found that in the northern and central regions of Franklin, deforestation and disturbance have been severe, and forest size and total coverage are decreasing. The southern region was found to be moderately forested with several large blocks of contiguous forest. Finally, the riparian region was found by the study to be heavily forested.

In 1989, a second study was commissioned entitled "Location and Ownership of Mature Forests in Franklin Township." The latter study identified property owners, mapped woodlands and prioritized their importance to the ecosystem. Since that time, woodlands and priority woodlands continue to be present throughout the Township. While several properties have been lost to development, the majority of the woodlands documented in the studies remain. The woodlands communities have been mapped, and the woodland identified as priority woodlands have also been mapped (**see Woodlands and Habitat Map**). The Appendix of this Element contains more detail with respect to the priority woodlands in the Township.

Stream Sampling Study

Between September 28, 2003 and August 2, 2004, the Township Environmental Commission collected water samples from streams throughout the Township. The Commission summarized its findings in its "Report on Water Quality of Franklin Township Streams," which is excerpted in the Appendix of this Element. The sampling program was financed by a grant from NJDEP. The most striking finding of the study was that all Township streams sampled exceeded the State water quality standards for fecal coliform, and most streams exceeded limits for phosphorous.

³ The Extent, History and Composition of the Forests of Franklin Township, New Jersey. Submitted to the Environmental Commission, Township of Franklin, Somerset County, New Jersey. Prepared by Douglas White and Wade Worthen. Rutgers University, Department of Biological Sciences. August 1986.

Turbidity and total solids were problems at some locations, particularly in the vicinity of construction sites.

As a result, the Environmental Commission recommended that:

- Developers should be required to monitor streams for turbidity and take additional protective measures if there is excessive suspended matter.
- There should be greater protection of riparian corridors via riparian vegetation.
- The amount of impervious surfaces should be limited to foster infiltration of stormwater.

ADDITIONAL ENVIRONMENTAL PLANNING CONSIDERATIONS

Capacity-Based Planning

Rezoning requests and other modifications to land use in the Township should continue to be based on capacity-based planning. Capacity-based planning relates to the carrying capacity of the land in terms of supporting utilities, not impacting sensitive environmental features such as wetlands, floodplain, groundwater recharge areas, forested areas and species habitat, not creating burdens upon the circulation system, and fitting in with the desired character of an area, as indicated in planning documents of applicable jurisdictions and as indicated by other relevant public policy. As such, land use planning should also follow the key concepts and policies of the State Development and Redevelopment Plan and the Planning Areas established through the Cross Acceptance process.

Capacity-based planning also relates to where structures should be located on sites to minimize impacts. Site design standards discussed in the Land Use Plan Element are recommended to assist in this process.

Soils and Geology

Most of Franklin Township is relatively level in terms of topography, and possesses soils in the highest and second highest classifications for agricultural capability.⁴ Land in these categories that is currently farmed has been included in the Agricultural zoning district, and is widely sought for development rights acquisition when funding is available. However the majority of soils in the Township also exhibit relatively shallow depth to shale bedrock, as well, which results in relatively poor stormwater infiltration. The majority of land in the Township is underlain by the Passaic Formation (Brunswick shale) (**see Bedrock Geology in Franklin Township Map**). This formation is sedimentary in origin, and was created in the Triassic period of the Mesozoic era. Steeply sloped land occurs primarily along the Millstone River and other stream corridors.

A small portion of the southern tip of the Township is underlain by diabase material. This material is igneous in origin, which means that it is very strong and impermeable. It is not suitable for septic fields, nor for potable water production. It was created in either the Triassic or

⁴ 1999 Master Plan and Franklin Township Environmental Commission 1975 Report.

Jurassic era. This material is extensively quarried, ergo the location of Trap Rock Quarry. In the same area there is a very small amount of Magothy Formation, which is a sedimentary formation created in the Cretaceous period of the Mesozoic era. This formation is known to yield significant amounts of water, generally more than 500 gallons per minute (see [Aquifer Yield in Franklin Township Map](#)).

Zoning in the Township has taken these formations into consideration. The diabase areas that are not in the Canal Preservation area that are not sewered have been set at a density of 5 acres per unit. Shale formation areas that are not served by water and sewer and that are not located in the Canal Preservation areas are zoned at a density of 3 acres per unit. The Magothy Formation area is too small of an area to reliably base zoning upon.

Critical Areas for Water Resource Protection

The Stony Brook-Millstone Watershed Association, through its watershed planning of the area, has identified critical areas for water resource protection in its watershed, and in the Township. The majority of the Township is ranked levels One and Two, which are lower in priority. These areas are mainly located along stream corridors. The most critical areas are located in the vicinity of Simonson Brook south of Bunker Hill Road, and in the vicinity of Carter's Brook and its tributaries between CR 518 and Route 27 (see [Critical Areas for Water Resource Protection in Franklin Township Map](#)). As such, stream corridors in these areas should be protected, impervious coverage should be limited to extent possible, and the application of pollutants should be limited.

Wetlands and Floodplain

These resources are mapped on the [Water Features Map](#). The Stormwater Rules Areas and C-1 streams are also indicated on the map. These resources are protected by State regulations, and the Township has long had in place a Stream Corridor Protection Ordinance which limits the types of development in various stream corridors in order for the land to function as a water infiltration area. Due to severe flooding that has occurred in the Township in recent years due to the extensive amount of up-stream development that has occurred in the region, adherence to the Stream Corridor Protection Ordinance has gained additional importance. Deviations from the ordinance should not be granted, and the Township should continue to explore ways to strengthen the Stream Corridor Ordinance and create a more stringent, effective and legally defensible ordinance.

RECOMMENDATIONS

The following recommendations summarize those listed throughout this Element:

1. Enhanced stormwater ordinances should be adopted for non-residential site design.
2. Capacity based planning should be considered when creating standards for lands in the Township.

3. Sewer service areas should be extended only in accordance with the Master Plan, and should include an extension to the Griggstown Quailfarm at the corner of Canal and Bunker Hill Roads to control current water pollution in that area.
4. The construction design standards should be amended to require developers to monitor turbidity in adjacent streams during construction, and to require corrective measures if pre-construction levels are exceeded.
5. Variance relief for impervious coverage is discouraged, particularly in areas of critical water resource protection.
6. The use of landbanked parking is recommended where appropriate to reduce impervious coverage.
7. Where appropriate, stands of significant trees or individual trees should be preserved where feasible.
8. Greenbelts should be planned and acquired to define a hard edge between centers and environs around historic villages.
9. Open space acquisition should include lands that contain sensitive natural resources. Lands near the D&R Canal are recommended for acquisition.
10. Important viewsheds should continue to be protected through sensitive site design.
11. The Right to Farm Ordinance should continue to be supported.
12. The Stream Corridor Protection Ordinance should continue to be supported.
13. The Shade Tree Commission should continue its coordination with other Boards and Commissions within the Township to more effectively serve the Township.

APPENDIX CONSERVATION PLAN ELEMENT

Priority Woodlands Data:

Priority Woodlands in Franklin Township				
<u>Currently Protected Upland Forests</u>				
Coordinates	Area (ha)	Dominant Taxa	Forest Name	Notes
27/21	38.7	White Oak	Hutcheson Memorial	Preserved
22/22	7.9	White Oak	Colonial Park	Preserved
27/38	5	Black Oak	S.G. Smith School	Preserved
16/17	14	Red Oak	Scout Camp	Wooded Farm Qualified
80/3	6.5	Red Oak	Rocky Hill Railroad	Preserved
38/22	23.9	Ash	Six Mile Run	Preserved
23/19	2.1	White Oak	Mettlar's East	Preserved
66/7	6.3	Chestnut Oak	Coppertop	Preserved
25/27	3.6	Black Oak	Millstone Branch	Preserved
63/5	163.4	White Oak	Copper Hill	Preserved
67/3	163.4	Beech	Old Georgetown	Preserved
54/15	19.1	Tulip Poplar	Sunset Hill	Preserved
27/26	3.3	Black Oak	Amwell	Preserved
59/18	190.4	Ash	Bunker Hill South	Preserved
48/16	24	Red Oak	Tenmile Hilltop	Preserved
18/37	4.6	Ash	Quail Brook Hill	Preserved
23/35	5.2	Black Oak	Wilson	Preserved
54/20	14.8	Red Oak	Pheasant Farm	Preserved
23/18	1.9	White Oak	Mettlar's West	Preserved
38/39	14.9	Red Oak	Skillman's	Preserved
19/42S	15.0	Ash	DeMott	Preserved
45/29	2.2	Red Oak	Cortelyous South	Preserved
36/36	4.6	Red Maple	Middlebrush Brook	Preserved
48/21	1.8	Oaks	Suydam	Preserved
46/26	9.7	Ash	South Middlebush	Preserved
53/21	14.8	Red Oak	Butler	Preserved
41/18	4.3	Ash	Jacques	Preserved
36/40	6.9	Red Maple	Bennett's	Wooded Farm Qualified Pending OS Acquisition

Currently Protected Riparian Forests				
Coordinates	Area (ha)	Dominant Taxa	Forest Name	Notes
49/8	47	Pin Oak	Griggstown	Preserved
41/17	26.4	Ash	Blackwell's Mills	Preserved
4/37	13.5	Ash	Raritan	South Bound Brook
32/16	32.6	Silver Maple	Millstone South	Preserved
64/-1	9	Silver Maple	Oxbow	Preserved
20/16	4	Pin Oak	Millstone North	Preserved
Candidates for Preservation				
Coordinates	Area (ha)	Dominant Taxa	Forest Name	Notes
56/9		Sugar Maple	Simonson's Brook	Wooded Vacant
59/10N		Tulip Poplar	Simonson's Brook	Wooded Farm Qualified
59/10M		Tulip Poplar	Simonson's Brook	Wooded Farm Qualified
59/10S		Red Oak	Simonson's Brook	Wooded Farm Qualified
59/10W		Tulip Poplar	Simonson's Brook	Wooded Farm Qualified
...As Intact Individual Forests				
32/19	28.3	Red Oak	Van Cleef	Wooded Farm Qualified
70/1	70.1	Red Maple	Rockingham	Wooded Farm Qualified
18/26	9.4	Black Oak	Weston	Wooded Public/Quasi
59/19	7.9	Tulip Poplar	Bunker Hill North	Wooded Residential
11/18	5.4	Red Oak	Alma White	Wooded Public/Quasi
16/30	15.2	Pin Oak	Elizabeth	-
71/6D	135.9	Tulip Poplar	Little Rocky Hill	Wooded Farm Qualified
71/6F	36.6	Sweetgum	Princeton View	Wooded Commercial
71/6E	35.8	Sweetgum	Princeton Nurseries	Wooded Farm Qualified
				Wooded Commercial/Farm Qualified
13/33	3.2	Black Oak	Davidson	
30/23	1.9	White Oak	Grouser Nursery	Wooded Residential
43/30	27.6	Red Oak	Cortelyous North	Wooded Farm Qualified
57/19	19.0	Ash	Shale Brook	Wooded Residential
69/13	3.6	Beech	Old Road	Wooded Vacant
67/10	6.7	Tulip Poplar	Washington	Wooded Vacant
12/21	10.0	White Oak	School House	Wooded Farm Qualified
13/32	3.6	Red Oak	New Brunswick	Wooded Commercial
...As Individual Forests With Intruding Houses				
58/4	3.2	Hickory	Lower Copper Mine	Wooded Residential
61/6	3.0	White Oak	Upper Copper Mine	Wooded Farm Qualified
19/29	29.6	Red Oak	Raritan Brook	Wooded Residential
14/36	2.9	Red Oak	Crown	Wooded Vacant
67/7	1.4	Pin Oak	Georgetown Wedge	Wooded Farm Qualified

Other Existing Woodlands

Map Coordinates: 10/15, 10/27, 10/29, 10/33, 11/15, 11/28, 11/43, 12/19, 12/26, 12/29, 12/35, 13/18, 13/30, 13/45, 14/22, 14/24, 14/27, 14/31, 15/16, 15/23, 15/25, 15/36, 16/13, 16/22, 17/16, 17/23, 17/38, 18/17, 18/24, 18/27, 18/29, 18/31, 18/40, 18/47, 19/24, 19/32, 2/28, 20/18, 20/24, 20/31, 21/19, 21/21, 21/36, 21/43, 22/28, 22/29, 22/31, 22/35A, 22/35B, 22/41, 22/42, 22/43, 22/53, 23/16, 23/25, 23/31, 23/37, 23/39, 23/42, 24/17, 24/27, 24/28, 24/43, 25/28, 25/34, 26/26, 27/18, 27/21, 27/37, 28/24, 28/33, 28/36, 29/38, 3/25, 31/21, 32/17, 32/41, 32/42, 33/16, 33/40, 33/43, 34/38, 34/39, 35/38, 35/42, 36/19, 38/31, 38/37, 39/28, 39/38, 39/41, 40/38, 43/17, 43/33, 44/15, 44/27, 45/38, 48/29, 49/26, 5/24, 5/35, 53/13, 53/25, 53/6, 54/12, 54/2, 55/3, 59/13, 59/6, 6/34, 60/1, 60/16, 60/2, 60/4, 61/2, 61/8, 62/10, 62/13, 63/12, 63/7, 63/9, 64/10, 64/9, 65/-2, 66/9, 67/-1, 68/12, 68/2, 68/-3A, 68/-3B, 7/19, 7/36, 7/38, 70/-2, 71/-1, 71/4, 75/0, 78/3, 8/16, 8/27, 8/29, 80/6, 80/8, 81/5, 9/20, 9/30, 9/37

Woodlands Lost to Development

54/24	33.8	Red Oak	Vliet	Developed Multi-family
14/16	2.0	Black Oak	Weston Canal	Developed Residential
15/38	3.0	Oaks	Cedar Grove	Developed Multi-family
12/27	2.7	Pin Oak	Belmont	Developed Industrial

Source: 1989 Woodlands Study and update via air-photo interpretation 2002.

Excerpt from Env. Commission's Stream Sampling Study:

The most striking finding is that *all* township streams sampled exceeded the State of New Jersey Surface Water Quality Standards (SWQS: NJAC 7:9B) limit for fecal coliforms (bacteria indicating contamination with fecal matter), many (13 of 23 tested) at ten to a hundred times the standard, in two or three samplings. Also, most streams were above the SWQS for phosphorus, but by relatively little; six had a phosphorus level as much as twice the SWQS. Turbidity and total solids were problems at some sites, notably in Sim's (Zarephath) Brook, where it may be attributed to ongoing construction of the Canal Walk senior village. Total nitrogen, and its components nitrate and nitrite, did not exceed SWQS at any site, though it came close in the brook near the Griggstown Quail Farm. Dissolved oxygen, pH and temperature were not a problem in any stream. The few streams tested for oil and grease, measures of direct run-off from streets and parking lots, showed no problems.

We [the Environmental Commission] recommend the following:

- Further study is necessary to determine the cause of the fecal coliform pollution. Procedures are known for tentatively assigning the source of fecal coliform pollution to human, animal (deer, cows), or avian (geese, chickens, pheasants) waste. We hope to pursue such investigations in collaboration with Cook College, Rutgers University.
- One of the most polluted brooks was Sims' (Zarephath) Brook, which drains the area of Canal Walk. It appears that even careful placement of silt fences etc. is not sufficient to protect streams from run-off due to exposed earth during construction. Developers should be required to monitor streams for turbidity and take additional protective measures if there is excessive suspended matter.
- Another highly polluted brook is in the vicinity of the Griggstown Quail Farm, and it is possible that the problem emanates from the high-density poultry raising and processing activity there (though there are also ducks on a pond upstream). The owner of the farm applied to have this area added to the sewer service area and connected to the township sewer system, which would lessen contribution from the farm to stream pollution. This application has not been carried through. The township should pursue, more strongly, approval for the extension of the service area and the connection to the sewer system.
- Advice is needed from the NJDEP and the New Jersey Water Supply Authority on general approaches to reducing stream pollution. Greater protection of riparian corridors, with abundant riparian vegetation, is an important approach. Grants are available to farm owners for establishment of riparian buffers, but when, as is the case for the Six Mile Run watershed, the landowner is the State of New Jersey, this approach is not readily available.
- Conservative planning, especially with respect to impervious surface which prevents water sinking into the ground where contaminants will be filtered out, is needed.

Fecal Coliform Counts

Site	Site name	Coliforms/100 ml		
		9/29/03	4/20-1/04	8/2/04
4	Cedar Grove Brook			2160
5	Raritan Brook	720		2440
6	Randolph Brook			3900
7	Sim's (Zarephath) Brook			>4000 (est. 24000)
8	Spooky Brook			440
9	Miller Farm Brook			420
10	North of Blackwell's Mills			420
11	Six Mile Run at Canal Rd.	TNTC	(150)	1,760

Site	Site name	Coliforms/100 ml		
13A	Middlebush Brook, East Branch	TNTC	4,300	>4,000 (est. 12,000)
13B	Middlebush Brook, West Branch		2,300	>4,000 (est. 5,600)
14	Steep Hill Brook	1,920	400	480
15	Simonson's Brook	2,160	4,000	2,320
17	'Three Brooks'		<1,000	1,420
18	'Knowlton Brook'		400	3,800
21	Franklin Park Brook at Rte. 27			2,540
22	Ten Mile Run at Rte. 27			2,400
23	Griggstown Quail Farm Brook	TNTC	9,000	3,780
24	Nine Mile Run near confluence	900	(<100)	960
25	Clyde Brook	1,220	3,000	640
26	Six Mile Run at Rte 27			2,120
27	Ten Mile Run at Canal Rd	1,080	900	1,500
28	'Lisa's Brook' near Bunker Hill Rd		15,000	>4,000 (est. 12,000)
29	Lakeview Ranch			480

TNTC = too numerous to count. Values not exceeding the SWQS are shown parentheses ().

Test Results from Stream Survey, September 28-29, 2003

Site	Location	Nitrogen, nitrate + nitrate	Nitrogen, nitrate, mg/L	Nitrogen, nitrite, mg/L	Total phosphorus, mg/L	Total suspended solids, mg/L	pH	Conductivity, mS/cm	Turbidity NTU	Dissolved O ₂ , mg/L	T, °C
1	Meadows Brook	1.4	1.4	<0.01	<u>0.12</u>	<4	7.12	0.271	5	6.99	20.1
2	Mile Run	2.7	2.7	<0.01	<u>0.14</u>	13	7.04	0.289	0	7.66	19.7
3	Seeley's Brook	2.2	2.2	<0.01	0.10	<4	7.23	0.251	4	8.18	19.7
4	Cedar Grove Brook	1.1	1.1	<0.01	<u>0.15</u>	32	6.83	0.19	<u>70</u>	7.5	19.9
5	Raritan Brook	1.0	1.0	<0.01	<u>0.15</u>	20	N/A	N/A	N/A	N/A	N/A
6	Randolph Brook	0.7	0.7	<0.01	<u>0.2</u>	<u>58</u>	7.06	0.174	<u>131</u>	7.93	20.2
7	Sim's (Zarephath) Brook	1.1	1.1	0.012	<u>0.53</u>	<u>520</u>	6.6	0.104	<u>999</u>	7.5	20.1
8	Spooky Brook	0.72	0.7	0.017	<u>0.16</u>	21	6.5	0.13	70	6.8	20.7
9	'Miller Farm Brook'	2.2	2.2	<0.01	<u>0.22</u>	<u>405</u>	7.02	0.137	29	7.55	18.6
10	North of Blackwell's Mills	2	2	0.049	<u>0.25</u>	17	6.87	0.193	26	7.3	19.7
11	Six Mile Run at Canal Rd	1.5	1.5	<0.01	<u>0.3</u>	18	7.06	0.17	40	7.6	19.7
12	Cross Brook	0.81	0.81	<0.01	<u>0.14</u>	8	6.91	0.126	<u>214</u>	7.84	19.0
13	Middlebush Brook	2.6	2.6	<0.01	<u>0.21</u>	<u>54</u>	6.56	0.22	<u>146</u>	7.5	19.1
14	Steep Hill Brook	2.7	2.7	<0.01	<u>0.16</u>	17	6.92	0.213	33	8.13	19.4
15	Simonson's Brook	0.82	0.82	<0.01	<u>0.17</u>	32	6.5	0.11	<u>152</u>	9.17	19.6
16	'Spencer Brook'	0.33	0.33	<0.01	0.072	<4	6.88	0.86	13	8.0	19.0
17	'Three Brooks'	0.73	0.73	<0.01	<u>0.15</u>	12	6.7	0.116	34	8.15	19.6
18	'Knowlton Brook'	0.66	0.66	<0.01	0.083	12	6.9	0.096	25	7.8	19.8
19	Dirty Brook	<0.10	<0.10	<0.01	<u>0.14</u>	<u>54</u>	7.07	0.1	<u>120</u>	8.3	20.6
20	'Flemer Brook'	0.13	0.13	<0.01	0.059	4	7.0	0.123	0	8.55	19.8
21	Nine Mile Run at Rte. 27	0.88	0.88	<0.01	<u>0.11</u>	19	6.79	0.185	18	6.1	19.8
22	Ten Mile Run at	1.4	1.4	<0.01	<u>0.15</u>	4	6.3	0.19	18	6.1	19.8

Site	Location	Nitrogen, nitrate + nitrate	Nitrogen, nitrate, mg/L	Nitrogen, nitrite, mg/L	Total phosphorus, mg/L	Total suspended solids, mg/L	pH	Conductivity, mS/cm	Turbidity NTU	Dissolved O ₂ , mg/L	T, °C
	Rte. 27										
23	Griggstown Quail Farm Brook	7.4	7.4	0.036	<u>0.33</u>	<u>56</u>	6.62	0.288	<u>93</u>	7.62	20.9
24	Nine Mile Run at 6 Mile Run	0.95	0.95	<0.01	<u>0.14</u>	11	7	0.126	20	8.2	20.1
25	Clyde Brook	0.8	0.8	<0.01	<u>0.12</u>	11	6.84	0.121	18	8.44	19.8
26	Six Mile Run at Clyde Brook	0.66	0.66	<0.01	<u>0.11</u>	11	6.9	0.138	11	8.2	20.7
27	Ten Mile Run at Canal Rd.	1.1	1.1	<0.01	<u>0.18</u>	26	6.15	0.111	<u>55</u>	8.15	20

Values exceeding SWQS are shown underlined. Extreme values are double underlined. *TNTC, too numerous to count. N/A, not available. Samples from sites 1-6, 21 and 22 were also assayed for oil and grease. All had levels less than 5 mg/L.

Sites:

1. 'Meadows Brook' crossing Easton Ave. at DeMott Lane.
2. Mile Run, at Landing Lane near Easton Ave.
3. Seeley's Brook at Easton Ave. (by Rutgers Plaza)
4. Cedar Grove Brook, at Easton Ave. by McAteer's Restaurant.
5. Raritan Brook, at Easton Ave. at the South Bound Brook Borough border.
6. Randolph Brook, at Weston Canal Rd.
7. Sim's Brook/Zarephath Brook, at Weston Canal Rd. near Zarephath.
8. Spooky Brook, in Colonial Park below the lower dam.
9. 'Miller Farm Brook' at Canal Rd. near Miller Farm Rd.
10. Unnamed brook at Canal Rd. just north of Blackwell's Mills.
11. Six Mile Run at Canal Rd.
12. Cross Brook, a southern tributary of Six Mile Run, sampled at confluence with that stream.
13. Middlebush Brook. In 2003 this was sampled at Blackwell's Mills Rd; in 2004 the east and west branches were sampled separately just above their confluence at South Middlebush Rd (13A is the eastern branch, 13B the western).
14. Steep Hill Brook at Blackwell's Mills Rd. This is a northern tributary of Six Mile Run from the Wildflower Ridge area.
15. Simonson's Brook at Canal Rd in Griggstown.
16. 'Spencer Brook' at Canal Rd. This drains township-owned open space southeast of Griggstown.
17. 'Three Brooks' below the D&R Canal near Little Valley. Three brooks from the area between Canal Rd. and Rte 518 join and flow under the D&R Canal in a single aqueduct.
18. 'Knowlton Brook' at Canal Rd., just north of Old Georgetown Rd.
19. Dirty Brook, which drains from the Trap Rock Quarry, at new Laurel Ave.
20. 'Flemer Brook' at Laurel Ave. nearer Kingston
21. Franklin Park Brook/Nine Mile Run at Rte. 27.
22. Ten Mile Run at Rte. 27.
23. Brook just north of Griggstown Quail Farm, at Canal Rd.
24. Franklin Park Brook/Nine Mile Run: in 2003 sampled at its confluence with Six Mile Run, in 2004 at Cortelyou Lane.
25. Clyde Brook: in 2003 sampled at confluence with Six Mile Run, in 2004 at Skillman's Lane.
26. Six Mile Run: in 2003 sampled at its confluence with Clyde Brook, in 2004 at Rte. 27.
27. Ten Mile Run at Canal Rd.
28. 'Lisa's Brook' crossing Canal Rd. just south of Bunker Hill Rd.
29. Brook flowing out of "Lakeview Ranch", 90 Old Georgetown Rd., where various animals (mostly horses) are kept and dumping of transported materials has been reported by neighbors.

CIRCULATION PLAN
ELEMENT

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CIRCULATION PLAN ELEMENT

INTRODUCTION

The Circulation Plan Element provides an inventory of the existing and proposed transportation network, and includes recommendations to address compatibility with future land uses. The primary emphasis of the Circulation Plan Element will be the Township's roads and other transportation modes. It should be noted that many of the trouble spots in the Township, in terms of traffic circulation, are roads under Somerset County, or the State of New Jersey's jurisdiction and are subject to regional traffic factors beyond the control of the Township of Franklin.

GOALS AND OBJECTIVES

The following goals and objectives have been established for the Circulation Plan Element of the Master Plan:

Goal: Establish a circulation system that recognizes the high level of through-Township traffic and minimizes its negative impact on Township residents.

- Support improvement of County and State roadways.
- Minimize thru-traffic in residential areas by improving traffic flow on major roads.
- Discourage "single-outlet" design to enhance local circulation.
- Encourage connectivity between developments.
- Plan connector roads in strategic locations to improve circulation throughout the Township, to preserve existing neighborhoods and to improve safety.
- Improve traffic flow by limiting points of access on arterial roadways; explore the possibility of accessing existing and proposed commercial strip development via service roads.
- Encourage use of alternate forms of transportation (transit, bikes) and continue to implement Bikeway Master Plan.

Goal: Promote safety.

- Support traffic calming measures.
- Enhance school bus, bicycle and pedestrian safety.

ROADWAY CHARACTERISTICS

Functional Classifications

Functional classification is the systematic organization of highways and roadways into separate classes or groups, based upon their intended service function. Efficient and safe operation of the system requires that facilities be designed to serve a specific purpose within the street hierarchy. For example, in a roadway network such as Franklin Township, there are four (4) major classes of street systems: principal arterial, minor arterial, collector, and local streets. The roadway functional classifications are shown in Table Circ-1.

Table Circ-1
Roadway Classification System

Principal Arterials (Freeway/Expressway)	Limited or no access to abutting land uses. Access only from major streets at interchanges. Freeways supplement the capacity of the arterial street system and provide high speed mobility.
Primary Arterials	Intended to provide a high degree of mobility and serve longer trips than minor arterials. Principal function is movement, not access. Should be excluded from residential areas.
Minor Arterials	Interconnects and augments the major arterial system. Operating speeds and service levels are lower than major arterials. Should be excluded from identifiable residential neighborhoods.
Collectors	Provides both land access and movement within residential, commercial and industrial areas. Penetrates, but should not continue, through residential areas.
Local Access	Provides land access and can exist in any land use setting. Movement is incidental and involves travel to and from a collector facility.

Source: Transportation and Land Development. Institute of Transportation Engineers, 1988.

Table Circ-2 lists the roadways in the Township of Franklin, their jurisdiction and functional roadway classification.

Table Circ-2
Roadway Classifications, Franklin Township

1. Principal Arterials (Freeway/Expressways) Interstate Route 287	2. Primary Arterials State Route 27 County Route 527 (Easton Avenue)
3. Minor Arterials County Route 514 (Amwell Road/Hamilton Street) County Route 518 (Georgetown and Franklin Turnpike) County Route 615 (S. Middlebush Road) County Route 619 (Cedar Grove Lane) County Route 621 (Elizabeth Avenue) John F. Kennedy Boulevard County Route 617 (Franklin Boulevard)	4. Major Collector County Route 603 (Kingston – Rocky Hill Road) Griggstown Causeway, Canal Road & County Route 632 (Bunker Hill Road) School House Road New Brunswick Road DeMott Lane Davidson Avenue
5. Minor Collector Pleasant Plains Road Pierce Street (both sections) Mettler’s Road Weston Road (Elizabeth Ave. to Cedar Grove Ln.) Cottontail Lane Randolph Road Campus Drive Clyde Road/Bennett’s Lane Veronica Avenue Beekman Road	6. Rural Collector Cortelyous Lane Butler Road Suydam Road Jacques Lane Blackwell’s Mills Road Bennett’s Lane (west of Clyde Road) Canal Road (Route 518 to Griggstown Causeway) Grouser/Van Cleef Road Weston Road (Elizabeth Ave. to Weston Canal Road) Skillman’s Lane Willow Avenue (Easton Ave. to Dead End) Foxwood Drive
7. Local Access All remaining roads within the Township	Claremont Road

Table Circ-3 outlines the right-of-way width, cartway width, and number of lanes by roadway classification. Minor and major arterials may contain four travel lanes and all roadways may be further widened in the vicinity of major intersections and where traffic conditions warrant.

Table Circ-3
Width and Lane Specifications, Franklin Township

Classification	Right-of-Way Width	Cartway Width	# Lanes
Major Arterial	80 ft.	58 ft.	4
Minor Arterial	66 ft.	46 ft.	2 - 4
Major Collector	60 ft.	40 ft.	2
Minor Collector	50 ft.	36 ft.	2
Rural Collector	50 ft.	28 ft.	2
Local Roadway	50 ft.	22-36 ft.	2

Top Accident Locations

There are a number of areas and roadways throughout Franklin Township which continue to experience traffic problems. These problems may result from safety deficiencies, high levels of traffic or unacceptable levels of delay. In response to a request from the Delaware Valley Regional Planning Commission, the Township was asked to identify the Top Highway Problem locations, which Township Traffic Safety identified as follows:

1. Easton Avenue/I-287 Interchange (from both approaches)
2. Weston Canal Road/I-287 Interchange
3. South Middlebush Road intersection with Amwell Road and Blackwell's Mills Road
4. Route 27 at Franklin Boulevard
5. Route 27 at Veronica Avenue
6. Route 27 at Bennett's Lane
7. Route 27 at Cozzens Lane
8. Route 27 at Beekman Road
9. Route 27 at Princeton Highlands Boulevard
10. Route 27 at South Middlebush Road
11. Easton Avenue between Foxwood Drive and Franklin Boulevard
12. Easton Avenue between Willow Avenue and Cedar Grove Lane

Easton Avenue/I-287 Interchange

Interstate 287 is one of the most heavily traveled routes in Somerset County. Within Franklin Township, the Interchange with Easton Avenue experiences a significant amount of congestion, long delays on both the northbound and southbound exit ramps, and a significant number of accidents annually.

As a result, an extensive study was conducted in September of 2003 by Somerset County, Middlesex County, Franklin Township, Piscataway Township and NJDOT to address existing conditions and recommend improvements. Public involvement was a part of the process; a Joint Steering Committee was formed to develop a series of improvements recommendations to increase mobility and obtain public input and comment. Short, medium and long-term improvements to this area are discussed further under the I-287 Middlesex/Somerset Raritan River Crossing Needs Analysis section.

Weston Canal Road/I-287 Interchange

This location experiences severe congestion problems daily during the morning and evening peak periods. The northbound I-287 exit ramp is signalized. A safety problem exists at the intersection of Weston Canal Road and the southbound I-287 exit ramp, where motorists often attempt to make illegal left turns at the exit ramp terminus. As a solution, a signal has been

recommended to reduce both the congestion and improve safety. Additionally, signals at the Weston Canal Road and northbound I-287 exit ramp, and Weston Canal Road and Cottontail Lane intersection, should be synchronized to minimize the backups on both the exit ramps and Weston Canal Road.

South Middlebush Road (County Route 615)

The intersections of South Middlebush Road with Amwell Road (County Route 514) and Blackwell's Mills Road were also listed as top accident locations in Franklin Township. Improvements to these areas are proposed by the County, and are discussed in additional detail later in this Element.

State Route 27

There are five locations/segments along Route 27 that have been observed to have congestion or safety problems, as follows:

1. Route 27 and Franklin Boulevard, Veronica Avenue and Bennett's Lane: These intersections are included in the Renaissance Redevelopment Plan for Route 27. The intersections with Veronica Avenue and Bennett's Lane are both currently signalized. NJDOT has designed a plan for the roadway that will correct the existing deficiencies at these intersections.
2. Route 27 and Cozzen's Lane: This signalized intersection is deficient on the southbound side. Traffic frequently backs up beyond Skillman's Lane due to the fact that there is insufficient width to allow an adequate left turn lane for Cozzen's Lane. Numerous vehicles pass on the shoulder, which is both dangerous and illegal. It is recommended that Route 27 be widened north of the intersection to allow for dedicated left and through lanes. This would allow for motorists to legally pass vehicles waiting to turn left.
3. Route 27 and Beekman Road: At this intersection, southbound traffic frequently backs up due to the high volume of left turns onto Beekman Road. As possible solution would be road widening north of the intersection to allow for a longer left turn lane. The intersection has been recently signalized.
4. Route 27 and South Middlebush Road: Due to the inability to make a left turn, traffic frequently builds up on both South Middlebush Road and Sand Hill Road in South Brunswick. Left turn arrows would create a longer signal pattern for the intersection, alleviating the congestion.
5. Route 27 and Princeton Highlands Boulevard: This intersection needs to be re-evaluated for the installation of a traffic signal due to the volume of traffic on Route 27 and the inability to turn left during peak periods.

Easton Avenue (County Route 527) between Foxwood Drive and Franklin Boulevard

This section of Easton Avenue experiences extreme volume problems during the peak periods and has many safety problems associated with the intersecting side streets and driveways. This area also experiences limited sight distances. Both intersections of Easton Avenue with Foxwood

Drive and Franklin Boulevard are signalized. The installation of a concrete barrier and jughandles would eliminate the problems associated with left turns into and out of side streets and driveways, and rear end collisions associated with vehicles waiting to turn where limited sight distance exists.

Easton Avenue between Willow Avenue and Cedar Grove Lane

This section of Easton Avenue experiences problems similar to the area between Foxwood Drive and Franklin Boulevard, but to a lesser degree. While additional jughandles are not recommended for this area, the recommendation for a concrete barrier is also valid. It should also be noted that both the intersections with Easton Avenue are signalized.

Pedestrian Accidents

Important pedestrian planning goals include safety, security, convenience, continuity, comfort and attractiveness. The primary concern of pedestrian safety is the reduction of pedestrian-vehicular conflicts. According to NJDOT data, during 2003 there were 48 pedestrians struck by vehicles in the Township. Forty of these accidents occurred at intersections, five of which were signalized. Accident patterns should be monitored to determine whether pedestrian safety improvements are needed in a specific location. The locations are shown in Table Circ-4 below.

**Table Circ-4
Pedestrian Accidents 2003**

# of Accidents	Accident Location	Cross Street
2	Hamilton Street (Route 514)	Norma Avenue
1	Ambrose St	Pearl Place
1	Baier Ave	Phillips Road
1	Bennett's Ln	Rt 27
1	Bennington Pkwy	Central Avenue
1	Berger St	Hillcrest Avenue
1	Cobblers Cir	Private Property
1	Colonial Park Parking Lot D	
1	DeMott Lane	London Place
1	Den Herder Dr	Thompson Parkway
1	Elm St	Market Street
1	Hawthorne Dr	CR 514
1	Hillcrest Ave	Belmar Avenue
1	Home St	Somerset Street
1	Kent St	Kossuth Street
1	Main St	Rt 27
1	Millstone Rd	Minetta Road
1	Millstone Rd	Fuller Street
1	New Brunswick Rd	Davidson Avenue
1	Rt. 27	Juliet Avenue
1	Rt. 27	Douglass Avenue
1	Rt. 27	Millstone Road
1	Rt. 27	CR 603
1	Rt. 27	Veronica Avenue

# of Accidents	Accident Location	Cross Street
1	Rt. 27	Holland Drive
1	Rt. 27	Bennett's Lane
1	Pine St	Somerset Street
1	Route 514	Clyde Road
1	Route 514	Mettler's Road
1	Route 514	John F Kennedy Blvd.
2	Route 518	Canal Road
1	Route 527	John F Kennedy Blvd.
1	Route 527	Austin Avenue
1	Sapphire Ln	Topaz Drive
1	Somerset County 617	Norma Avenue
1	Somerset County 617	Clifton Street
1	Somerset County 617	Viking Avenue
1	Somerset County 623	Weston Canal Road
1	Vanderbilt St	CR 514

Sidewalks should be examined within walking radii from schools to determine adequacy for pedestrian travel, and developers should be encouraged to plan pedestrian and bicycle routes through developments to schools to decrease the need for bussing to schools. Also, the construction of sidewalk along Route 27 should be a priority given the number of retail establishments located in the corridor.

School Bus Safety

In addition to those areas identified with a significant number of accidents, the safety of the roadways for school buses and school children is also a concern. Many of the rural roadways in the Township cannot properly accommodate school buses due to width and crown height. The needs of school buses should be a consideration in roadway design and implementation. In addition, the provision of adequate sidewalks is also important.

- The needs of school buses should be a consideration in roadway design and improvement.
- Sight triangles should be enforced and maintained

RECENT IMPROVEMENTS TO LOCAL ROADWAYS

Roadway and Intersection Improvements

The 1999 Circulation Plan Element identified intersections and roadways with above-average accident occurrence, and those that were recommended for safety studies and/or improvements. The following provides a status of the improvements that have been completed since that time:

- Signalization of Claremont Road/Suydam Road intersection.
- Signalization of the Route 27 with Cortelyous Lane, Vliet, Claremont and Beekman Lane.
- Signalization of Davidson Avenue/ Pierce Street as part of an off-site improvement.
- Signalization of Pierce Street at Elizabeth Avenue.
- Signalization of New Brunswick Road at Elizabeth Avenue.
- Signalization of Weston Road at Elizabeth Avenue.
- Signalization of Davidson Avenue at New Brunswick Road.
- Improvements on Elizabeth Avenue between I-287 and Schoolhouse Road.
- Route 27 improvements were made, including intersection widening, curbing and turn lanes to Route 27 between Skillman's Lane and Cortelyous Lane.
- Improvements were made to Georgetown and Franklin Turnpike (County Route 518) between Carol Place and Canal Road, including, the installation of signage and rumble strips.
- Improvements were made to Cedar Grove Lane between Easton Avenue and New Brunswick Road including increasing the previous 2-lane cross section and 0-8 foot shoulders to a 3-lane cross section with 8-foot bicycle lanes. The traffic signal equipment was also upgraded at Cedar Grove Lane and Pierce Street.
- Reconstruction of John F. Kennedy Boulevard.
- Replacement of Simonson Bridge.
- Amwell Road bikeway.
- Van Cleef Road bike path.
- Beam guide rail installation along Canal Road- Merritt Parkway timber guide rail installation along the canal side of Canal Road between the Village of East Millstone and Route 518.
- Replacement of bridge on New Brunswick Road (between Cedar Grove Lane and Elizabeth Avenue).
- Extension of Pierce Street between Davidson and Elizabeth Avenues.
- A grant was applied for and obtained to install sidewalk from Route 27 in Kingston to Rockingham.

- The Township completed improvements to Berger Street from John F. Kennedy Boulevard to Vanderbilt Avenue. Berger Street is a heavily traveled route since it provides access to an elementary school, a middle school and the current high school. Improved road conditions will make travel to the schools safer and reduce potential pedestrian and vehicle conflicts.
- The reconstruction of Pine Street from Route 27 to Naaman Williams Park is planned for 2005/2006.

Franklin Township Off-Tract Impact Assessment Areas

The performance standards section of the Township's ordinance include Off-Tract Improvements provisions which require developers to pay a pro rata share for off-tract roadway improvements. In some cases, the resultant fund can finance the design and construction of roadway improvements, such as the Schoolhouse Road improvements in the vicinity of Weston Canal Road. Other off-tract improvements that were funded in this manner include the signalization of Davidson Avenue/ Pierce Street, and the resurfacing of the Weston Road segment between Elizabeth Avenue and Cedar Grove Lane in conjunction with adjacent development.

Franklin Township Speed Hump Procedures

In response to concerns from residential neighborhoods regarding problems with speeding and a substantial amount of "cut through" non-residential traffic, the Township has developed speed hump provisions. The purpose of the policy is to provide guidelines for the installation of speed humps. The procedures note that there are two types of speed humps. Design standards comply with the Institute of Transportation Engineer's guidelines. A street is considered eligible for speed hump installation if at least 75 percent of all the households in the project area sign a petition indicating their support. Speed humps are prioritized on a Township-wide basis and the cost of installation will be paid by the Township, as funds are available.

HAMILTON STREET PARKING AND CIRCULATION IMPROVEMENTS STUDY

The Hamilton Street Parking and Circulation Improvements Study, prepared in October 2004, evaluated a 1.4-mile long corridor along Hamilton Street from Franklin Boulevard to the New Brunswick city border. As part of the study, both vehicular and pedestrian counts were conducted, information on traffic speeds was gathered, and the crash history and vehicular and pedestrian activity were analyzed.

The study identified that speeding frequently occurs along the corridor and at least half of the motorists on Hamilton Street regularly traffic at several miles per hour above the 25 mph posted speed limit. Police crash reports indicate a number of right angle crashes in areas with poor sight distance, where motorists park too close to the intersection of side streets with Hamilton Street. The highest crash location was the intersection of Hamilton Street at Franklin Boulevard with 45 crashes. The intersection of Hamilton Street and Matilda Avenue was second with 20 crashes. Another "hot spot" identified in the study was the intersection of Hamilton Street and the driveway at Krauszer's. At this location, 18 crashes occurred in a variety of ways. There were

nine rear-end crashes, with seven occurring for westbound vehicles waiting to turn into the parking lot.

Pedestrian counts identified the following four locations as having a greater level of pedestrian activity:

- Norma Avenue: There were 66 pedestrians in the block between Norma and Pershing Avenue from 4-6:00pm.
- Dewald Avenue: From 1:45 to 3:45pm, there were 43 pedestrian crossings between Matilda Avenue and Dewald Avenue, and 56 crossings between Dewald Avenue and Baier Avenue.
- Prospect Avenue: There were 47 pedestrian crossings between Prospect Street and Sydney Place.
- Ambrose Street: There were 55 pedestrian crossings in the block between Ambrose Street and Home Street.

Concerns have been expressed about the safety of pedestrians crossing at the many unsignalized intersections. Of those locations listed above, only Matilda and Baier Avenues are signalized.

A parking analysis was also conducted for the entire corridor. Most blocks do not exceed even a 50 percent parking rate. This indicates that there are more than adequate parking capacity, and that the streets could be developed with more intensive land uses if desired. Based upon the data collection analysis, several primary circulation issues were identified for Hamilton Street:

- The parking supply is more than adequate for current land uses.
- Speeding is pervasive along Hamilton Street.
- The greatest number of pedestrian crossings occur at unsignalized locations.
- Crashes are diffuse along the corridor; although there are concentrations of rear-end crashes.

Recommendations from the Hamilton Street Parking and Circulation Improvement Study include:

- Install a signal at Douglas Avenue and Hamilton Street.
- Install an improvement program with textured crosswalks, curb extensions, and “Yield to Pedestrian” stanchions at key pedestrian crossings.
- Install “Gateway” median islands at two entrances to the business district.
- Paint parking stalls to better control parked vehicles along the corridor.
- Remove of several curb cuts, and the creation of shared driveways/parking.
- Designate a park ‘n’ ride lot.

FRANKLIN TOWNSHIP BIKEWAY MASTER PLAN

Franklin Township has a history of providing high quality bicycle facilities as an amenity to its citizens. The Township has prepared several planning documents incorporating bikeway planning and the development of guidelines for addressing bikeway related issues. In 2001, a comprehensive Bikeway Master Plan was prepared which served as a framework in deciding where to encourage the development of bicycle facilities. The plan also provided guidelines for the facility type and design, signage, bicycle parking, bicyclist and driver awareness, and bicycle safety.

To accommodate all types of bicycle riders, several types of bikeways are considered in the plan, including bike paths, bike lanes, compatible shoulders and shared roadways. The purposes of the plan are to make all streets and roadways bicycle compatible by creating a bikeway system that makes bicycling a viable alternative to driving, creating an increase in recreational bicycling opportunities, improving bicyclist safety, and creating policies that encourage bicycling.

The existing bicycle conditions throughout the Township were inventoried, including the current levels and locations of ridership, types of bicycle riders, existing bicycle facilities, possible obstructions, existing bicycle parking, and the number of bicycle crashes.

There are some bikeways currently in use, including:

- **Easton Avenue:** 4-foot wide sidepath/sidewalk along the south edge of Easton Avenue. It is signed from Cedar Grove Lane to John F. Kennedy Boulevard
- **John F. Kennedy Boulevard:** 8-foot shared-use path along the west side of John F. Kennedy Boulevard from Easton Avenue to Hamilton Street.
- **South Middlebush Road and Vliet Road:** Short shared-use path constructed as part of the Wynnefield residential development. The path consists of blacktop and is 7 to 8 feet wide in most places.
- **D&R Canal State Park Towpath:** In its entirety, the towpath is an unpaved trail which follows 70 miles of the Canal. The portion within Franklin Township is a 22-mile segment, which is also part of the East Coast Greenway, a 2,600 mile cycling and hiking path which extends from Florida to Maine.
- **Six Mile Run Reservoir:** State-owned Six Mile Run site has three hiking trails, two of which are open to mountain bikes.
- **Colonial Park:** Paved sidepath beginning near the park's Elizabeth Avenue entrance.
- **Cedar Grove Lane:** Since the time of the 2001 Bikeway Master Plan, bike lanes were installed along Cedar Grove Lane on either side between Amwell Road and Easton Avenue, and along Amwell Road.
- **Van Cleef Road:** A bike path is under construction.
- **Franklin Boulevard:** Bike lanes were installed along Franklin Boulevard on both sides between Easton Avenue and Hamilton Street.

Locations with bicycle traffic generators and destinations, which could potentially attract additional bicycle traffic, were inventoried and mapped. These include residential areas, employment and shopping centers, public transportation, schools and other community facilities. The plan also inventoried and mapped the roadways based upon their compatibility with NJDOT Bicycle Compatibility Guidelines. Recommendations for improvements were made, including the recommended improvement type and location ([see Circulation Plan Map](#)):

- **Bike Lanes:** Corporate Area, New Brunswick Road, De Mott Lane, John F. Kennedy Boulevard, Hamilton Street, Amwell Road, South Middlebush Road, Old Stage Connector
- **Compatible Shoulders:** Elizabeth Avenue, De Mott Lane, Veronica Avenue, Claremont Road, Kingston-Rocky Hill Road, Georgetown and Franklin Turnpike
- **Bike Paths:** Pipeline Path, Canal Walk-Colonial Park Access Path, Colonial Park-Cedar Grove Path, Davidson Creek Trail, Churchill Rail Trail, Six Mile Run Trail, Cortelyous Path, Meadow Path, Bunker Hill Path, Colonial-Canal Connector, Weston Road, the Middlebush Connector and Van Cleef Road.
- **Shared Roadways:** Several roadways are recommended for designation as shared roadways.
- **Other Recommendations (Route 27):** The bikeway plan also recommends that bicycle facilities be planned along Route 27 by NJDOT. It is also STRONGLY recommended that sidewalk for pedestrians be planned along this corridor as well.
- **Other Recommendations (Kingston Village):** The Village has petitioned NJDOT and other grantors for the installation of a bicycle and pedestrian connection from Route 27 to the D&R Canal and the Rockingham historic landmark. Priority should be given to this project.

This plan should continue to be implemented by the Township as funding opportunities present themselves. For example, Scenic Byways monies may be available to improve bicycle and pedestrian safety conditions on Canal Road. As will be discussed later in this Element, a Management Plan is currently being prepared for the entire Millstone Valley Scenic Byway.

In October 2005, the Township created an ad hoc Trails Committee to determine the best places for hiking and biking trails in the Township. In addition to the bike routes proposed in the Bikeway Master Plan, the Township Trails Committee has recommended a bike route to connect the Middlebush – Municipal Building area with the historic Meadows Foundation homes along South Middlebush Road. The Trails Committee has also proposed another bike trail to connect the Somerset section of the Township with the Colonial Park and D&R Canal areas.

The Trails Committee will present a report in Fall 2006 that details the above-referenced proposals and other projects.

Additionally, bicycle education programs should be offered on a regular basis to promote bicycle safety of cyclists and motor vehicle drivers.

FRANKLIN TOWNSHIP SCENIC CORRIDORS

In June 2003, the Township's Scenic Corridor Ordinance went into effect. The purpose of the Scenic Corridor District Overlay Zone is:

- To protect the Township's aesthetic resources;
- To direct the location and design of development so that it will enhance the visual character of the Township, and to provide sufficient visual buffers and view sheds for future residential development; and
- To protect the Township's remaining open spaces from conventional development patterns and measures that tend to compromise the intrinsic value of farmlands, fields, hedgerows, woodlands, mountain profiles or ridgelines, plateaus, and water bodies and watercourses.

Scenic Corridors are defined as areas that are visible from scenic roadways that may exhibit one or more of the following features:

- Panoramic vistas of natural or built environments;
- Unique geologic or topographic features of natural or historic significance;
- Extended, unobstructed viewsheds;
- Mature woodlands, hedgerows, dense tree stands and substantial individual trees;
- Fallow, open fields or active agricultural operations;
- Waterbodies or watercourses.

The ordinance regulates development along the corridor, within 1,000 linear feet of the centerline of the scenic roadway, on either side of the roadway. Among the items regulated are: building setback, new roadway layout, fences, signs, curbs and stormwater control. The following segments were designated as Scenic:

- Canal Road
- Old Georgetown Road
- Copper Mine Road
- Butler Road
- South Middlebush Road between Amwell and Suydam
- Suydam Road north of Vliet Road
- Jacque's Lane
- Cortelyou's Lane
- Blackwell's Mills Road
- Mettler's Road
- Skillman's Lane
- Weston Canal Road between the Weston Causeway and Weston Road

- Weston Canal Road between the Weston Causeway and Randolph Road
- Weston Road between Weston Canal Road and Elizabeth Avenue
- Grouser Road between Canal Road and Van Cleef Road
- King's Highway Historic District (southern portion of Route 27)

SOMERSET COUNTY PROGRAMMED IMPROVEMENTS AND STUDIES

Somerset County retains jurisdiction over a significant number of major Township roadways. Therefore, the Township is reliant on the County's improvement studies and schedules in many cases.

Somerset County Circulation Plan Element Update

In June 2003, Somerset County updated the circulation element of its Master Plan and entitled it, "Transportation Choices." The report highlights many of the changes that have taken place including the adoption of TEA 21 legislation at the federal level; the adoption of NJDOT's 2025 Long Range Transportation Plan; the adoption of the North Jersey Transportation Planning Authority's 2025 Access and Mobility Regional Transportation Plan and NJ Transit's Call to Action Plan. While the report did not specifically make recommendations at the municipal level, the report addressed major regional circulation issues, including traffic congestion and the need for improved coordination between the County, Ridewise and the business community to implement transportation demand management strategies and promote non-traditional transportation modes.

The following provides a brief description of the references pertaining to Franklin Township, as identified in "Transportation Choices." In 2000, of the top ten central New Jersey towns with the greatest number of commuters who drove alone, Franklin Township was ranked number one. During the same period, Franklin Township was ranked third of the top ten towns with the number of commuters who carpooled to work in 2000. Several of the County's worst-rated bridges are located within Franklin Township, as well as many roadways with highest volume-to-capacity ratios.

"Transportation Choices" outlines transportation planning initiatives with the goal of reducing traffic congestion and introducing non-traditional modes of transportation to reduce single occupant automobile trips. Such strategies include:

- Offering commuters options such as rideshare matching grants, bike/pedestrian Rideswise sponsors, alternative work hours, financial incentives and promotional materials and events.
- Introducing the transit village concept program, context sensitive design, access management and intelligent transportation systems.

The following eight goals were developed to address the important transportation issues and improve the transportation network:

- Protect and enhance the natural and built environment
- Improve mobility of persons and goods and connections between available travel modes
- Support economic activity in centers and business corridors
- Mitigate traffic congestion
- Maintain and modernize transportation systems serving the county
- Integrate transportation and land use plans and site design process
- Maintain a high level of safety and security for the transportation system
- Continually monitor the performance and effectiveness of the transportation system

Middlebush Traffic Study

As indicated earlier, Somerset County commissioned a regional traffic study within the northwestern portion of the Township. The Middlebush Traffic Study, originally prepared in 2001, was revised in April 2002. The report analyzed the area generally bounded by I-287 to the north, Elizabeth Avenue to the west, DeMott Lane to the east, and Amwell Road and Blackwell's Mills Road to the south. The primary objective of the study was to recommend roadway improvements to support existing and future traffic volumes.

As part of the data collection process, turning movements were analyzed at 25 intersections, an origin and destination study inventoried the travel patterns through the study area, and a build-out for 2025 was selected to evaluate necessary roadway improvements.

In order to increase mobility, improve levels of service and reduce the peak hour traffic on local roads, the regional traffic study considered several roadway improvements, including two new roadways: Davidson Avenue Extension and the Middlebush Bypass. The Davidson Avenue Extension would improve regional traffic access to I-287 and the homes and businesses on Davidson Avenue. The extension would connect New Brunswick Road to Amwell Road, south of Smith Street through approximately 12,000 feet of new roadway and the acquisition of approximately 18 acres. Alternatives to the Davidson Avenue Extension were also explored through two different alignments. However, due to the anticipated impacts onto environmentally sensitive lands, existing uses and the cost of the extension, the Davidson Avenue Extension proposal was removed from consideration. Since that time, Somerset Run was developed.

The Middlebush Bypass concept proposed a new roadway connecting South Middlebush Road to Amwell Road south of Smith Street to divert traffic from the Middlebush Historic District. Three alignments were considered. Extensive public comment and outreach was incorporated as part of the process, however the Middlebush Bypass project was not pursued. In the alternative the following improvements were recommended, in order of importance:

1. Traffic signal at Amwell Road and South Middlebush Road and modification of the intersection.
2. Intersection improvement at Amwell Road and Cedar Grove Lane through the creation of a "T" intersection.

3. Reconstruction of Amwell Road between South Middlebush Road and Cedar Grove Lane consisting of curbing, 12' travel lanes and 8' shoulders.
4. Alignment of Blackwell's Mills Road/Skillman's Lane at South Middlebush Road and traffic signal.
5. Roadway improvements to Blackwell's Mills Road between South Middlebush Road and Van Cleef Road, consisting of widening to 12' lanes with 8' shoulders, improved drainage and improvements to the bridge culvert approximately 300 feet west of South Middlebush Road to prevent closures due to flooding.

In addition to the foregoing improvements, the following additional improvements are recommended in the study:

1. New Brunswick Road alignment at Cedar Grove Lane: Improvement of this intersection should be tied to any future development of the northwest corner rather than be funded by the County/Township.
2. Elizabeth Avenue and Amwell Road signal and intersection improvements: It is recommended that the signal phasing at this intersection be modified to include a lead green arrow for eastbound Amwell Road.
3. Amwell Road and Van Cleef Road intersection/signal improvements: It is recommended that additional green time be assigned to Van Cleef Road. No additional improvements are recommended at this time.
4. Cedar Grove Lane and Weston Road signal installation: This intersection is being signalized by Somerset County.
5. Cedar Grove Lane and Treptow Road signal installation: This intersection is being signalized by Somerset County.
6. New Brunswick Road and Davidson Avenue signal installation: This intersection was signalized by the developer of Somerset Run.
7. Davidson Avenue and Atrium Drive intersection improvements/signal installation: As there is sufficient roadway width, it is recommended that the intersection be re-stripped to include a left turn lane for southbound Davidson Avenue at Atrium Drive.

The following improvements, while not included in the Middlebush Traffic Study, are also recommended to improve volume and safety concerns. These improvements are necessary to address east-west traffic in the northwest industrial/commercial section of the Township, which has a trickle down effect on the Middlebush area.

1. More commuters should be encouraged to use Pierce Street to access Cottontail Lane/Weston Canal Road/I-287 and Township businesses.
2. Pierce Street between Elizabeth Avenue and Belmont Drive roadway improvements: This improvement would widen Pierce Street to 40' and make it a through-street. A Stop sign would be installed on Belmont Drive at its intersection with Pierce Street.

3. Pierce Street and Cottontail Lane traffic signal: This intersection is recommended for improvement and signal installation. This would further encourage the use of Pierce Street/Cottontail Lane as an alternative to Davidson Avenue/Easton Avenue for access to I-287 and would improve safety issues at the current intersection.

The following improvements have been specifically supported by the Franklin Township Traffic Safety Officer:

- Improvements to Cedar Grove Lane and Treptow Road, and Cedar Grove Lane and Weston Road include widening and the installation of a traffic signal.
- Intersection of South Middlebush Road and Amwell Road: Improvements include a signal, and realignment of Amwell Road for improved sight distance.
- Amwell Road and Cedar Grove Lane intersection: Recommendations include the construction of a westbound right-turn lane, re-striping of Cedar Grove Lane to create a shared left/right-turn lane, widening of Cedar Grove Lane.
- Intersection of South Middlebush Road and Blackwell's Mills Road: Recommended improvements include realigning Skillman's Lane to Blackwell's Mills Road to create a 4-way intersection with a signal.

Somerset County Capital Improvement Program 2004-2010

This section lists projects within Franklin Township that have been identified by the County as part of its Capital Improvement Program (CIP) for the 2004- 2010 time period.

The following roadways are programmed for Highway Improvements Class A:

- Amwell Road: From Cedar Grove Lane to South Middlebush Road. Improvements include engineering design, construction, right-of-way, curbs, drainage structures, concrete pavement, traffic striping, beam guiderails.

The following roadways are programmed for Highway Resurfacing Class B:

- Franklin Boulevard: From Hamilton Street to Route 27. Improvements include construction, drainage structures, milling, curbs, concrete pavement and traffic stripes.
- Amwell Road: From DeMott Lane to JOHN F. KENNEDY Boulevard. Improvements include construction, drainage structures, milling, curbs, concrete pavement and traffic stripes.
- Claremont Road: From South Middlebush Road to Society Hill Boulevard. Improvements include construction, drainage structures, milling, curbs, concrete pavement and traffic stripes.

The following roadways are programmed for Traffic Safety Improvements Class C:

- South Middlebush Road intersection with Amwell Road: Improvements include new traffic signal and road alignment.

- South Middlebush Road intersection with Blackwell's Mills Road/Skillman's Lane. Improvements include new traffic signal/road realignment- engineering design, right-of-way, easements and construction.

I-287 Middlesex/Somerset Raritan River Crossing Needs Analysis

In order to address the growing traffic congestion in the I-287/River Road region, Somerset and Middlesex Counties, and Franklin and Piscataway Townships conducted a study in 2003 to identify potential improvements to increase safety and mobility in the area. The study addressed two interchanges with I-287: River Road and Easton Avenue (Exits 9 and 10), and the related traffic congestion problems on both sides of the Raritan River. Extensive public outreach was conducted to gain a regional consensus on what viable solutions exist. Existing land uses in the study area were identified, as well as intersections with capacity issues, roadway segments with safety issues and areas on I-287 with merging and weaving issues.

The study recommended the following short-, mid-, and long-term improvements:

Short-Term

- Add signage and improve traveler information systems.
- Reconfigure U-turn ramps from northbound I-287 Exit ramp and Easton Avenue Northbound.
- Eliminate the left/u-turn slot on Easton Avenue Southbound.
- Eliminate the traffic signal and left-turns at Easton Avenue and World's Fair Drive (this has been completed).

Mid-Term

- Re-align I-287 Southbound Interchange 9 Exit ramp to intersect with Centennial Avenue.
- Reconfigure I-287 Northbound Interchange 9 Entrance ramp, eliminate the on-ramp and provide receiving lane for River Road Southbound.
- Widen Easton Avenue Northbound at Davidson Avenue and provide two left-turn lanes on Easton Avenue.
- Combine the entrance ramps from Easton Avenue onto I-287 Northbound.
- Widen and lengthen the I-287 Southbound Exit ramp at Interchange 10.

Long-Term

- Construct collector/distributor roads (service roads) in each direction of I-287.
- Improve the connections with Easton Avenue at Intersection 10.
- Improve the connections with River Road at Interchange 9.

Potential transportation demand management (TDM) strategies, including but not limited to carpooling incentives, employee transportation coordinator, trip reduction ordinance, and alternative work schedules were also included as part of the recommendations. Other potential TDM concepts, like zoning modifications, were described in the report.

STATE ROADWAY PROGRAMMED IMPROVEMENTS AND STUDIES

The Transportation Improvement Program (TIP) is a list of the proposed improvements developed through the planning process and scheduled for implementation within a defined period. The TIP is an expression of commitment to implement projects from the Regional Transportation Plan (RTP) for Northern New Jersey that which have been prioritized based on the region's transportation goals. It provides a mechanism for local officials and the North Jersey Transportation Planning Authority (NJTPA) Central Staff to review the region's capital programming priorities.

One project contained in the North Jersey Transportation Improvement Study for the most recent (2005-2007) funding period within Franklin Township is the Six Mile Run Bridge.

Route 27 Six Mile Run Bridge

This \$2.7 million project will provide replacement of the existing bridge along the same roadway alignment. The existing bridge has two 11-foot travel lanes and shoulders of varying width. The new bridge will have two 12-foot travel lanes and 10-foot shoulders, along with a sidewalk on the western side of the bridge. Anticipated construction date for this project is 2007.

Millstone River Valley Scenic Byway

The portion of **Canal Road** from Amwell Road in the north to Route 27 in the south and Laurel Avenue in Franklin Township, and was designated a "Scenic Byway" by the New Jersey Department of Transportation through the Federal Highway Administration on June 27, 2001 as part of the National Scenic Byways Program. **Millstone River Road** (CR 533) in Millstone, Hillsborough, Montgomery and Rocky Hill, to **Montgomery Road and Washington Street** (CR 518) in Rocky Hill, were also designated as part of a loop road. Valued not only for scenic reasons, the byway also provides opportunity for historical interpretation of the skirmishes between local militia and British troops that played a key role during the Revolutionary War. Attractions along the byway include the D&R Canal, Rockingham, and the 1860 House on Montgomery Road near Rocky Hill.

Scenic byway designation will entitle the byway to transportation grant opportunities for roadway safety improvements, improvements for recreation and tourism purposes and the preservation of resources. A Corridor Management Plan is currently being prepared by NJDOT which will include a vision statement, a visual survey of resources, a survey of development along the byway, safety and accident analyses, a signage study and a multi-modal usage study. The Strategic Plan for the corridor will evaluate tourism opportunities, provide a marketing plan and will provide summary recommendations for the corridor. It is anticipated that the plans will

provide recommendations for safety improvements along the byway. The plans are estimated to be completed in Spring 2006.



Millstone Valley Scenic Byway

Route 27 Renaissance 2000 Corridor Study

In 1999, NJDOT commissioned a study of the Route 27 Renaissance 2000 Corridor Study area. A primary objective of the study was to recommend roadway improvements that support the redevelopment of the Renaissance 2000 area, while maintaining acceptable levels of service for Route 27. Other objectives include the recommendation of improvements for pedestrians, transit and bicycle facilities.

Existing conditions were evaluated by analyzing traffic counts at several key locations. The counts indicated that traffic volumes were heavier south of Franklin Boulevard, and that the intersections of Route 27 and How Lane/Veronica Avenue, and Route 27 and Bennett's Lane have unsatisfactory levels of service. An accident analysis of this area revealed that left-turn accidents are over four times the statewide average; this is likely due to the high number of

driveways and intersections, and the lack of a protected left turn area. The intersection of How Lane and Veronica Avenue averaged 25 accidents per year. Other accident types exceeding the statewide average are right angle, head-on, pedestrian and bicycle. During the study period, eleven pedestrians were struck by vehicles, nine bicycle/vehicular accidents occurred, 35 accidents involved a truck and six involved a bus.

The report also identified where existing sidewalks and crosswalks are located, as well as where they are needed. Sidewalks extend along Route 27 between French Street and How Lane, although not always on both sides. Sidewalks are not present along Route 27, fronting Tara Greens or Veronica Plaza, nor fronting St. Peter's Cemetery. Except for one small segment, they are absent on Route 27 south of How Lane. Crosswalks are present at most of the signalized intersections along Route 27. Only two signalized intersections are missing crosswalks: French Street and Somerset Street, and Route 27 and Bennett's Lane. An analysis of pedestrian facilities revealed the need for sidewalks and crosswalks at certain locations on Route 27 and other study area roadways, particularly collector roads. Area residents expressed an interest in new bus shelters and expanding the hours of bus service.

Study area projections along Route 27 for the 2007 evening peak hour trip indicate a 66% and 87% increase in traffic volumes at Somerset Street and How Lane/Veronica Avenue, respectively. The greatest increase in traffic volumes is anticipated south of Franklin Boulevard. Due to the large increase, many deficiencies are expected at most signalized intersections by 2007. Currently, the intersections of Route 27 and How Lane/Veronica Avenue and Bennett's Lane operate at a Level of Service "E," and the Route 27 and Franklin Boulevard intersection, as well as Jersey Avenue and How Lane, operate at a Level of Service "D."

The study was recently amended to include the following recommendations, which were endorsed by the Franklin Township governing body in March 2005:

- **Route 27 at Bennett's Lane**

A through-lane and a shared through/right turn lane are proposed for the southbound Route 27 approach. No changes are proposed to the exclusive left turn lane and through lane on the Route 27 northbound approach. The eastbound Bennett's Lane approach is provided with a 12' foot exclusive left turn lane and a channelized exclusive right turn lane. The alternative would only involve ROW acquisition along the southern side of Bennett's Lane and the west side of Route 27. No impacts to buildings are anticipated.

- **Route 27 at How Lane/Veronica Avenue**

The intersection of How Lane/Veronica Avenue requires extensive roadway widening in order to achieve acceptable levels of service. The alternative includes providing an exclusive left turn lane, a through lane and a shared through/right turn lane for the Route 27 northbound and southbound approaches and the eastbound approach of Veronica Avenue. A left turn lane, two through lanes and an exclusive right turn lane are proposed for the westbound approach on How Lane. The intersection would operate under a 14' border (6' sidewalk, 1' border) for the gas station location in the southwest corner of the intersection. The current location of several driveways of the three gas stations violate the NJ Access Code, however, revocation of driveways may cause circulation problems. The decision to revoke driveway access will be

made by NJDOT Access. Substantial ROW impact along the northern side of How Lane/Veronica Avenue is anticipated. Investigation of the location of the underground storage tanks at the Exxon in the northeast quadrant will need to be further investigated during Preliminary Design. The driveway to Veronica's Plaza, a residence and the golf center along Route 27 southbound will be adjusted to accommodate the extension of the through/right turn lane. The Route 27 northbound approach provides two through lanes, and will require a taper north of the intersection to transition to the three lane cross-section.

- **Route 27 at Franklin Boulevard/Oliver Avenue**

An exclusive left turn lane, and a shared through/right turn lane are proposed for the Route 27 northbound approach. The southbound approach provides an exclusive left turn lane, a through lane and an exclusive right turn lane. The eastbound Franklin Boulevard approach is provided with a shared left/through lane and an exclusive right turn lane. The lane configuration of Oliver Avenue remains unchanged.

- **Route 27 at Van Dyke Avenue/Irving Street**

An exclusive left turn lane, a through lane and an exclusive right turn lane are proposed for the northbound Route 27 approach. An exclusive left turn lane and a shared through/right turn lane are proposed for the southbound approach. The westbound Van Dyke Avenue approach is provided with an exclusive left turn lane and a shared through/right turn lane. The Van Dyke Avenue approach would be realigned to directly intersect with the existing Irving Street approach. The realignment would impact 5 to 6 parking spaces of the Suburban Coach USA Park 'n' Ride facility. Minor ROW acquisition is proposed along the northbound lanes for the addition of the exclusive right turn lane. No impacts to driveways or buildings are anticipated.

- **Route 27 at Quentin Avenue/Juliet Avenue**

An exclusive left turn lane and a shared through/right turn lane are proposed for the northbound and southbound approaches of Route 27. The lane configurations of Quentin Avenue and Juliet Avenue are to remain unchanged.

- **Route 27 at Douglas Avenue**

An exclusive left turn lane and a through lane are proposed for the northbound Route 27 approach. The southbound Route 27 approach would have a shared through/right turn lane. The lane configuration of Douglas Avenue remains unchanged.

PUBLIC TRANSPORTATION

The 2000 Census data indicates that 6 percent of the Township's residents utilize public transportation for commuting to work. Although Franklin Township is a suburban community, public transportation is available for several destinations. Bus service, passenger rail and park-and-rides are discussed in this section.

Bus Service

Suburban Transit provides bus service through Franklin Township, including daily service to the New Brunswick Train Station, New York City via the New York Port Authority and Atlantic

City. These routes run along Easton Avenue and Route 27. Bus Line 100 (Main Line) runs from Franklin Park, Kendall Park, and Kingston to New York Port Authority. On a weekday, over 40 buses travel both inbound to New York City, and outbound to the Franklin Park, Kendall Park, Kingston and Princeton area. On the Saturdays, 33 buses run inbound and outbound to and from the Franklin Park area. On Sundays, the number of buses reduces by half to 15 inbound and outbound from the Franklin Park area to New York City Port Authority.

Jitney Service

RideWise of Raritan Valley operates the Davidson Avenue Shuttle (DASH). The DASH provides transportation services between the New Brunswick and Bound Brook train stations to businesses in the Davidson Avenue section of Franklin Township. It has an average daily ridership of 220 persons. The shuttle operates between 6-9:30AM and 3:30-6:30PM, Monday thru Fridays. The DASH service is available to everyone and costs \$1.00 each way.

Passenger Rail

NJ Transit provides rail service along the Northeast Corridor Line from Trenton to New York City. The stations closest to Franklin Township are the New Brunswick and Jersey Avenue stations. The Jersey Avenue station contains a park-and-ride facility. Northeast Corridor passengers can also connect to the River Line at the Trenton station and access Camden and nearby locations. Amtrak also provides daily service to New York City, Harrisburg, Pittsburgh, and other regional locations, such as Boston and Newport News, Virginia by way of New Brunswick NJ transit train station.

RECOMMENDATIONS

The following recommendations are a summary of those presented throughout this Element:

1. Continue to support County and State improvements to roadways in the Township when consistent with the goals and objectives of the Master Plan.
2. Encourage the implementation of improvements in the Hamilton Street Business District.
3. Encourage the installation of sidewalks, particularly along Route 27.
4. Support the Scenic Corridor Ordinance.
5. Facilitate the preparation of the Millstone Valley Scenic By-Way Plan.

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HISTORIC PRESERVATION
ELEMENT

HISTORIC PRESERVATION PLAN ELEMENT

INTRODUCTION

Franklin Township has a significant number of historic resources, primarily in the form of farmhouses and bridge tenders' structures that date from 1777 forward. Rockingham is the most important historic structure in the Township, in so far as it was begun between 1702 and 1710, and once occupied by General George Washington for 2 ½ months in 1783. Rockingham has been relocated several times from its original site, and now sits in the D&R Canal State Park, and is currently maintained by the State. A number of the important structures in the Township are owned either by public entities or non-profit foundations that maintain the structures, or they are owned by private households that serve as history's stewards, taking care of the properties with their own money. Historic properties are fragile and are always in danger of neglect, however, the Township, Somerset County and non-profit groups like the Meadows Foundation are vigilant in their efforts to save structures before it is too late. The State of New Jersey, Somerset County and Franklin Township currently have programs in place to fund the acquisition of historic resources. The Township Planning Board has recommended a Historic Preservation Ordinance.

GOALS AND OBJECTIVES

The following goals and objectives have been established for the Historic Preservation Plan Element of the Master Plan:

Goal: Promote the preservation and restoration of the Township's historic buildings, sites and districts:

- Uphold the Township's Historic Preservation Ordinance and the review processes of the Historic Preservation Commission.
- Pursue designation of the Franklin Park and Middlebush Village Historic Districts.
- Pursue the designation of local landmarks.

Goal: Protect historic structures located in historic districts from insensitive encroachment and renovation and/or demolition:

- Uphold the Township's Historic Preservation Ordinance and the review processes of the Historic Preservation Commission.
- Complete designation process for Middlebush Village.
- Pursue designation of the Franklin Park Historic District.
- Pursue the designation of local landmarks.

Goal: Protect historic viewsheds:

- Uphold the Township's Scenic Corridor Ordinance.
- Provide input into the Millstone Valley Scenic By-Way planning process.

HISTORIC PRESERVATION COMMISSION

The Township Council created the Historic Preservation Commission to advise the Planning Board and Zoning Board of Adjustment on development applications which affect or potentially affect historic resources in designated Historic District Overlay Zones. The Historic Preservation Commission currently reviews applications for zoning and construction permits in the overlay districts as well, and within 1,000 feet of the D&R Canal. The Historic Preservation Commission currently reviews applications that are within the local overlay districts of East Millstone, Kingston, Franklin Park and Middlebush.

HISTORIC PRESERVATION ORDINANCE

Amendments to this ordinance are currently under consideration by the Planning Board. Should the amendments be adopted by the governing body, a majority of recommendations from the 1999, and this current Master Plan would be implemented.

Highlights of the amendments include:

- Greater emphasis on the powers and duties of the Historic Preservation Commission
- A new submission process to nominate a site or property for historic designation. The steps of the nomination process would include:
 - Proposal submission
 - Public notice and hearing
 - Criteria of significance, and
 - Historic Preservation Commission Report to the Planning Board.

The proposed amendments would also provide greater protection of existing or newly designated historic sites or properties by establishing criteria and standards for site plan reviews. If a site is historically designated, a Certificate of Historic Appropriateness (CHA) would be required before any work on the property is to be done. The ordinance proposes Preservation Standards to be used by the Commission during the review process, including:

- General Criteria
- Criteria for Existing Buildings
- Design Criteria
- Criteria for Demolition, and
- Criteria for Relocation.

The proposed duties of the Historic Preservation Commission in the ordinance amendment are:

1. Establish and maintain designation as a Certified Local Government and perform all requirements related to certification.
2. Prepare a comprehensive inventory/survey of historic buildings, objects, sites and structures within Franklin Township that meet the Criteria of Significance.
3. Provide written reports on the issuance of permits pertaining to the historic building(s), structure(s), object(s) or site(s).
4. Make recommendations to the Open Space Advisory Committee, Planning Board and Zoning Board of Adjustment concerning the acquisition of development rights, facade easements, and the imposition of other restrictions and the negotiation of historical property contracts for the purposes of historic preservation.
5. Make recommendations to the Planning Board on the Historic Preservation Plan Element of the Master Plan and on the implications on historic preservation of any other Master Plan element.
6. Advise the Planning Board and Zoning Board of Adjustment on applications for development, construction of an addition, alteration or change in use of any historical site, building, structure or object requiring Board approval.
7. Increase the public awareness of the value of historic, architectural, archeological and cultural preservation by developing and participating in public information programs.
8. Advise the Planning Board on the inclusion of historic sites in the recommended capital improvement program.
9. Advise the Planning Board and Zoning Board of Adjustment on applications for development in a preservation zone.
10. Make recommendations to the appropriate Township Officials concerning the acquisition and utilization of grants, tax incentives and other funding from federal and state agencies, private groups and individuals and the utilization of budgetary appropriations to promote the preservation of historic sites in Franklin Township.
11. Recommend to the Township Council that the Township purchase an essential structure when private preservation is not feasible.
12. Review and advise Township Council on Franklin Township historic designation nominations.
13. Recommend nominations of worthy properties to the New Jersey Register of Historic Places and the National Register of Historic Places.
14. Carry out such other advisory, educational, informational functions as will promote historic preservation in the municipality.

In the event that the Historic Preservation Commission disapproves an application for a permit to demolish a historic site or any building, structure, object, or site located within a historic district, the owner shall, as a matter of right, be entitled to raze or demolish the same provided that all of the following requirements have been fully met:

1. Permit procedure compliance
2. Notice requirements
3. Alternatives to demolition
4. Change in circumstances

The ordinance proposes the process of granting or denying a Certificate of Historic Appropriateness, and sets maintenance violations for property owners who do not maintain the historically designated site or property.

Currently, standards for resource identification, standards for architectural review and standards for exterior alterations and demolition or relocation of structures have not been adopted via ordinance by the governing body, although they have been recommended by the Historic Preservation Commission. It is recommended that the governing body adopt these general standards as presented by the Commission.

FRANKLIN TOWNSHIP OPEN SPACE AND RECREATION PLAN

In November 1998, the voters of Franklin approved a referendum recommending the Township Council create a Municipal Open Space, Recreation and Farmland and Historic Preservation Trust Fund. In 1999, the ordinance implementing the fund was adopted. The purpose of the trust fund was three-fold. It:

- Established the Open Space Trust Fund to act as a reserve,
- Established a funding mechanism to assist in property acquisition, easements, development rights or for the preserving open space, farmland preservation parcels, or historic properties through the assessment of a special tax rate in the amount of 0.03 per \$100.00 of the annual assessed property valuations, and
- Established an Open Space Advisory Committee to prepare an Open Space Plan, and oversee open space acquisition and park development activity in the Township.

In 2000, the Open Space Advisory Committee completed the Open Space and Recreation Plan that established a program to identify, prioritize, and preserve critical open space, farmland, historic, and recreation areas. The purpose of the Plan is to establish a coordinated system and planned approach for the preservation of open spaces. Based on the Plan's vision and intent, general goals for Cultural Resources were developed, including:

- Protect historic resources by preserving land around them and protecting their historic context.
- Maintain and protect the existing villages through the identification and establishment of “greenbelts” surrounding the historic villages.
- Protect and rehabilitate historic resources including those that have been abandoned and/or neglected and identify opportunities for ongoing maintenance of the resource.

The Open Space and Recreation Plan also discusses Action Items to pursue in terms of historic preservation. The Plan recommends historic preservation planning, historic preservation design

guidelines, and a village protection program. A Village Protection Program is a plan of action a community can implement to protect its historic villages. There are four villages in Franklin; Kingston Village, Franklin Park Village, East Millstone Village, and Middlebush Village. Action can be implemented through the zoning ordinance, historic preservation planning or historic design guidelines.

Recent Acquisitions

The Open Space Advisory Committee has worked toward achieving the above-cited goals through acquisitions and its historic grant program. The Township recently purchased land in the Middlebush, Franklin Park and Griggstown sections of the Township to preserve greenbelts around the Township's historic villages. The Township also purchased Tulipwood, a late 19th Century mansion, and leases it to The Meadows Foundation, a non-profit organization that manages the historic site. The Township has designated three redevelopment areas, two in East Millstone in order to protect the Franklin Inn and the bridge tender's house, and one across the Millstone River and Delaware & Raritan Canal from Rocky Hill, at the corner of Old Georgetown Road and Canal Road.

A Historic Grant Program is administered by the Somerset County Cultural and Heritage Commission and is funded via its Open Space, Recreation, Farmland and Historic Preservation Trust Fund. Organizations may apply for grants to preserve historic resources in the County. This resource should be tapped for future planned acquisitions.

THE MEADOWS FOUNDATION

The Meadows Foundation is a non-profit historic preservation organization that owns and manages six historical properties in Franklin Township including the Van Wickle House (c.1722), the Hageman Farm (c.1810), the Blackwell's Mills Canal House (c.1835), the Van Liew-Suydam House (c.1755), the Wyckoff-Garretson House (c.1705-1710), and the Franklin Inn (c.1752). The Van Wickle House, located on the D&R Canal off of Easton Avenue, is owned by the Township, and leased to the Foundation. The Hageman Farm, the Van Liew-Suydam House, and the Wyckoff-Garretson House are owned by the State of New Jersey as part of the Six Mile Run Reserve, leased to the Township, and sub-leased to the Foundation. The Foundation also sub-leases the Blackwell's Mills Canal House from an organization specific to the house, who leases from the State. The Franklin Inn and bridge tender's house is owned by private citizens, the Onkas, and leased to the Foundation. As discussed previously, the Foundation also manages Tulipwood for the Township, although the Township retains ownership of the site.

LOCAL HISTORIC DISTRICTS

There are currently four local historic districts in the Township, including Kingston Village, Franklin Park, Middlebush and East Millstone. These districts have a Township Historic District zoning overlay.

STATE AND NATIONAL HISTORIC DISTRICTS

There are currently seven historic districts in the Township listed in the State and National Registers of Historic Places, and two districts proposed for designation. Any land within the State and National Historic Districts are not subject to local zoning requirements. The districts are described as follows:

D&R Canal Historic District

The D&R Canal Historic District is a linear district that includes the entire Canal bed and all land 100 yards to either side of the Canal's center-line. It was designated as a historic district in the State and National Registries in 1972 and 1973 respectively. It includes several State and National Registered Historic Places including the Van Wickle House. Several other historic districts are located in the D&R Canal Historic District, including Rocky Hill, Griggstown, and parts of the Six Mile Run, and East Millstone Village Historic Districts. This District extends beyond the Township, and through six Counties from the Delaware River to the Raritan River.

East Millstone Historic District

The East Millstone Historic District is located in the northwestern portion of the Township on Amwell Road and adjacent to the D&R Canal. It was listed in the State and National Registers of Historic Places in 1983.

Griggstown Historic District

Griggstown Historic District is situated along the western border of the Township, and straddles the Millstone River in Franklin and Montgomery Townships. It was listed in the State and National Registers of Historic Places in 1984.

King's Highway Historic District

The King's Highway Historic District is located in Princeton, South Brunswick, Lawrence and Franklin Townships, on US Route 206 and NJ Route 27, between Lawrenceville and Kingston. It was listed in the State and National Registers of Historic Places in 2000.

King's Highway served as the main colonial link between New York and Philadelphia, the northern and southern colonies. It was an important colonial post road, and the site of significant military movement during the Revolutionary War. Kings Highway was a major route in the 18th Century which spurred development of villages, like Kingston, and other small towns along its route.

Kingston Village Historic District

The Kingston Village Historic District is located in three Counties: Somerset, Mercer and Middlesex. Within Franklin, the District is located in the southern portion of the Township. Roads within the District include NJ Route 27, Laurel Avenue, Church Street, Heathcote Brook Road and Academy Street, among others. The District was listed in the State and National Registers of Historic Places in 1989 and 1990 respectively.

Rocky Hill Historic District

The Rocky Hill Historic District is situated mostly in Rocky Hill but extends across the Millstone River and Delaware & Raritan Canal, into the southern portion of the Township to include the original site of the village, of which the last vestiges are two houses c.1722 and before 1786 which are the subject of the Stavola Houses Redevelopment Area. Local roads that are within the District include Washington Street and Montgomery, Crescent, and Princeton Avenues. The District was listed in the State and National Registers of Historic Places in 1982.

Six Mile Run Historic District

The Six Mile Run Historic District is centrally located within the Township. It spans a large area and includes South Middlebush and Suydam Roads, Cortelyous and Jacques Lanes, and the vicinity. The District was listed in the State and National Registers of Historic Places in 1995 and 1993 respectively.

Proposed Middlebush Village Historic District

The proposed location of the Middlebush Village Historic District is adjacent to the Six Mile Run Historic District. In early 2004, a report was completed for the Middlebush Village Historic District designation. A public meeting will be scheduled for review of the document, and then the document will be submitted to the State Historic Preservation Office for review.

Proposed Franklin Park Historic District

The proposed location of the Franklin Park Historic District is located on the border of Franklin and South Brunswick Townships. The proposed District would include two State and Nationally Registered Historic Places including the Abraham Voorhees House and Six Mile Run Reformed Church.

RECOMMENDATIONS

The following recommendations are a summary of those presented throughout this Element:

1. Pursue the nomination of the Middlebush Village Historic District and the Franklin Park Historic District for the inclusion in the State and National Registers of Historic Places be pursued.

2. Encourage organizations to apply for grants via the County's Historic Grant Program to preserve historic resources in the Township.
3. Support the "Village Protection Program" recommended in the Open Space and Recreation Plan to protect the Township's historic villages via zoning ordinances, historic preservation planning or historic design guidelines.
4. Encourage the adoption of the proposed amendments to the Township Historic Preservation Ordinance by the Governing Body to achieve the recommendations stated previously in the 1999 Township Master Plan, and this current Master Plan.
5. A list of all properties, on a Block and Lot basis, that are contained in either local, State and/or National historic districts, and within 1,000 feet of the D&R Canal, should be prepared for use by the Historic Commission and Township residents for clarification purposes.
6. The list of resources compiled by the State and County (see Appendix) should be thoroughly reviewed for currency as many of the structures are believed to have been demolished.
7. The National Register Criteria used for designation of resources in the State and National Registers of Historic Places should be utilized to evaluate additional resources in the Township and should be implemented via Ordinance.
8. Individual structures, whether designated as municipal landmarks or as contained in the State and/or National Registers of Historic Places, should be considered for inclusion in the Historic District Overlay Zone. When implemented on the Zoning Map, such inclusion would give the HPC advisory review powers over those resources.

**APPENDIX
HISTORIC PRESERVATION PLAN ELEMENT**

Historic Resources List:

ECONOMIC PLAN
ELEMENT

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ECONOMIC PLAN ELEMENT

INTRODUCTION

Given Franklin Township's location in central New Jersey, with access to Interstates 287 and 78, U.S. Route 1 as well as the NJ Turnpike and Garden State Parkway, and several major educational and research facilities such as Rutgers, Robert Wood Johnson and Saint Peter's Hospitals, the University of Medicine and Dentistry of New Jersey, Franklin Township is an ideal location for a variety of businesses to locate. In recent years, the Township has undergone several economic development projects, including evaluating and implementing the Hamilton Street Business District revitalization, and continuing redevelopment efforts in the Renaissance 2000 redevelopment area. An Economic Development Study was also undertaken for the Township by Rutgers University's Center for Urban Policy Research which provides a number of economic development recommendations that are discussed herein.

Franklin Township, however, has not been immune to corporate downsizing and relocation within the United States and out of the country. Such activity has left many office and industrial buildings in the Township vacant. A recent estimate indicates that more than one million square feet of office space is vacant, thereby presenting a challenge to the Township in filling empty space and maintaining commercial vitality.

GOALS AND OBJECTIVES

The following goals and objectives have been established for the Economic Plan Element of the Master Plan:

Goal: To promote non-residential development that is consistent with the capacity of the land and existing and planned infrastructure to increase the tax base and to provide quality job opportunities for local residents.

- Continue the Business and Industry Advisory Board as a forum to review potential impacts of local legislation on economic development in the Township.
- Encourage the continued diversification of businesses in the Township to stabilize the tax base.
- Encourage the economic development of firms that will provide high-quality jobs to local residents.
- Encourage new retail uses with the appropriate design standards and location.

Goal: To encourage the continuation of farming as a viable land use.

- Continue the Agriculture Advisory Board that serves to retain farms as viable businesses.
- Protect farmland by purchase of development rights, continued use of farmland assessment and other effective mechanisms.

- Assist farmers in maintaining and increasing profitability in a sustainable manner.

Goal: Encourage commercial and industrial development in areas with access to major regional highways and in established areas.

- Locate major employment and traffic-drawing uses in areas where they will least impact residential neighborhoods.
- Encourage infill within existing industrial districts to reduce sprawl by increasing density while minimizing environmental impact.
- Expand the list of permitted uses in industrial districts, recognizing new and emerging uses which should be directed to such districts.
- Maintain sufficient areas of light industrial zoning to ensure a varied tax base.

Goal: Support the redevelopment of declining areas in the Township.

- Encourage the redevelopment of the “Renaissance 2000” redevelopment area.
- Encourage the revitalization of the Hamilton Street commercial corridor.
- Use the Local Redevelopment and Housing Law to identify additional areas “in need of redevelopment.”

EMPLOYMENT

As shown in Table E-1, 41 percent of the Township’s residents, or 10,216 people, work within the service industry (professional, scientific, management, administrative and waste services; educational, health and social services; arts, entertainment, recreation, accommodation and food services; and other services). Fifteen percent of the population, or 3,874 people, work within the manufacturing field. An additional 10 percent of the Township’s residents work within the finance, insurance, real estate, rental and leasing (FIRE) industry, and the wholesale and retail trade industry. Also noted in Table 1, the mean travel time to work for Franklin Township residents is 31.5 minutes, which is generally comparable to Somerset County and New Jersey residents.

Table E-1 2000 Resident Employment						
	Municipality		County		State	
Classification	Number	Percent	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	32	0.1	552	0.3	12,618	0.4
Construction	1,014	3.8	7,707	5	220,817	5.6
Manufacturing	3,874	14.4	24,133	15.7	472,684	12
Wholesale trade	1,096	4.1	6,221	4	173,166	4.4
Retail trade	2,258	8.4	14,710	9.5	447,346	11.3
Transportation and warehousing, and utilities	1,314	4.9	5,836	3.8	234,801	5.9
Information	2,265	8.4	11,835	7.7	173,865	4.4
Finance, insurance, real estate, and rental and leasing	2,897	10.8	16,725	10.9	352,722	8.9

Table E-1 2000 Resident Employment						
	Municipality		County		State	
Classification	Number	Percent	Number	Percent	Number	Percent
Professional, scientific, management, administrative, and waste management services	4,027	15	23,019	14.9	453,842	11.5
Educational, health and social services	5,089	18.9	26,365	17.1	783,137	19.8
Arts, entertainment, recreation, accommodation and food services	1,300	4.8	7,196	4.7	271,864	6.9
Other services (except public administration)	800	3	5,493	3.6	173,686	4.4
Public administration	920	3.4	4,240	2.8	179,481	4.5
Total	26,886	100%	154,032	100%	3,950,029	100%
Mean Travel Time to work Source: U.S. Census 2000	31.5 minutes		30.1 minutes		30 minutes	

The New Jersey Department of Labor (NJDOLE) data records the number of employees covered under the New Jersey Unemployment Compensation Law quarterly and annually. The NJDOLE does not report on State government jobs. In Franklin Township, in 2003, the greatest number of employees covered by unemployment insurance appeared in Administrative and waste services with 4,349 employees. Agriculture, forestry, fishing, and hunting had the least amount of employees covered by unemployment insurance in 2003 with only 18 employees. There were 1,634 public sector employees, not including State employees.

Table E-2 2003 Covered Employment by Industry	
	Avg. # Employees covered by unemployment insurance (Private, Federal, Local) in 2003*
Agriculture, forestry, fishing, hunting	18
Mining	.
Utilities	.
Construction	1,244
Manufacturing	4,142
Wholesale trade	2,916
Retail trade	2,051
Transportation and warehousing	1,189
Information	2,035
Finance, and insurance	885
Real estate and rental and leasing	448
Professional and technical services	3,794
Management of companies and enterprises	.
Administrative and waste services	4,349
Educational services	367
Health care and social assistance	2,489
Arts, entertainment, and recreation	141

Accommodation and food services	1,357
Other services, except public administration	593
Unclassified entities	41
Private Sector Municipality Total	28,999
Federal Gov't Municipality Total	179
Local Gov't Municipality Total	1,455

*Industry/Government data is NAIC based.

Source: New Jersey Department of Labor, 2003

In terms of industry, in 2002, the top three private sector businesses in Franklin Township were the Professional, Scientific, Technical Services industry (258), the Health Care and Social Assistance industry (155), and the Wholesale Trade industry (126). Examples of Professional, Scientific, or Technical Services are legal, architectural, and engineering services. Examples of Health Care and Social Assistance businesses include physician, dentist, or chiropractic offices.

Table E-3	
2002 Private Sector Establishments	
	Number of Establishments in Private Sector, 2002 Ranked
Professional, Scientific, Technical Services	258
Health Care and Social Assistance	155
Wholesale Trade	126
Retail Trade	110
Services (except Public Administration)	92
Finance, Insurance and Real Estate	87
Administrative, Support, Waste Management, Remediation Services	78
Manufacturing	75
Accommodation and Food Services	74
Construction	66
Transportation and Warehousing	48
Information	35
Management	15
Arts, Entertainment, Recreation	13
Auxiliaries	10
Educational Services	9
Unclassified establishments	9
Utilities	3
Total	1,263

TOWNSHIP OFFICE OF ECONOMIC DEVELOPMENT

The Township has created an Office of Economic Development (OED). The mission of the OED is to develop and implement programs, to promote, attract and maintain business in Franklin Township. The OED seeks to promote and market Franklin Township by working with interested parties looking for office, industrial or commercial space, and offers tours of available

site in the Township. The OED's website posts press releases announcing business news and firms that have relocated to the area. The OED also hosts business forums with the Business and Industry Advisory Board to receive input on local issues affecting the business community. These meetings have spawned an effort to streamline the permitting process for business improvements in the Township.

CHAMBER OF COMMERCE

The Chamber of Commerce is located in the United Trust Bank on Franklin Boulevard. The Chamber works with members to improve their local businesses. The Chamber provides educational seminars and training opportunities, networking and community involvement, free advertising through their guide and their internet site, and referral for commercial relocation and employment opportunities. The Chamber of Commerce website is a resource for those interested in Township events and history, information on starting a business, and general demographics and statistics for those relocating into the area.

ECONOMIC CHARACTERISTICS

The Center for Urban Policy and Research (CUPR) at Rutgers University prepared a two-phase report in 2003 and March 2004 that analyzed past economic conditions and forecasted trends for the Township. The Phase I report indicated that between 1990 and 2000, the distribution of jobs within the Township shifted from manufacturing and trade to the service sector. During this time period, service sector jobs increased from 25 to 34 percent, while manufacturing and trade decreased by 6 percent and 2 percent, respectively. Based upon CUPR's industrial forecasts for the region, the service sector is expected to increase to 40 percent by 2012.

The Phase I report offers some important observations about the Township's economy:

- Franklin Township's economic base is strong and diverse. The employment growth rate surpasses the state and regional averages, and the Township offers a wide range of employment opportunities.
- The Township has a strong concentration of "high-tech" industries that are forecasted to be the growth leaders through 2012.
- Franklin Township's employment base is a good match for the skills and talents of its residents.
- There is an under-representation of retail activity.

In Phase II of the study prepared in March 2004, CUPR identified some general trends for employment within the Township. The study provided additional insight to the Township's manufacturing, retail, and health services industries.

Three clusters of manufacturing activity were identified within Franklin Township: (1) along Veronica Avenue between Route 27 and Hamilton Street; (2) the area bounded by Davidson Avenue and World's Fair Drive; and (3) the area bounded by Elizabeth Avenue, Randolph Road, Schoolhouse Road and I-287. The manufacturing sector, while declining at the statewide level,

continues to maintain a high level of activity in Franklin due to the connectivity to major roadways, availability of land, and presence of workers.

The retail trade activity is primarily located along Route 27, Hamilton Street and Easton Avenue. However, the shortage of establishments and the lack of retail activity in close proximity to workplaces and residences were two of the most frequently cited observations in the study. Many existing retail establishments are small, employing fewer than 20 workers on average. The report stated a need for additional retail goods such as grocery stores, family restaurants, fine dining and entertainment establishments. By locating retail services close to hotels, and in proximity to Davidson Avenue and World's Fair Drive, Franklin Township can become a more attractive destination for businesses.

Although health services were not a part of Franklin's basic economy in 2001, given the Township's proximity to two major hospitals, nursing and personal care, pharmaceutical and medical and dental establishments are becoming more competitive in the Township. In fact, several health care clusters are found along Route 27, Easton Avenue and Clyde Road. Additional medical office space is locating on World's Fair Drive and Veronica Avenue. The report suggests that Franklin Township has the necessary ingredients for an agglomeration of health-related service industries including medical office and suppliers to medical offices. The Township should continue to promote these types of uses.

In addition to the manufacturing, retail and health sectors throughout the Township, the Phase II report noted that several technology, computer, health, and financial service firms are headquartered in Franklin Township. Their locations are generally consistent with the manufacturing industries.

Potential conflicts for future land uses were noted. The majority of economic activity is concentrated in the northern portion of the Township, where a significant number of senior housing was recently constructed and many more units are under construction and approved for development. Many business owners fear that the increased residential density in the formerly industrially-zoned portions of the Township will have negative consequences on the growth of their businesses and are expecting residential challenges to facility expansion, road improvements and increased commercial traffic.

As indicated earlier, despite the large number of jobs in the Township, the majority of Township residents still work outside of the Township, resulting in large volumes of traffic leaving and entering during morning and evening peak hours. Future commercial and residential development will certainly produce more traffic and roadway deficiencies should be identified so that the increased traffic flow does not become a deterrent for firms and businesses.

The Phase II Report provides the following recommendations, intending to complement the Township's other economic development strategies:

- Take proactive measures to reduce conflicts between businesses and residents, including introducing a marketing strategy which communicates the need for industrial activity and identifies ways to minimize negative impacts.

- The Schoolhouse Road/Weston Canal Road area may experience conflicts between senior village and industrial uses.
- The Township should encourage a greater mix of retail uses by permitting a greater variety of retail activity, including grocery stores, restaurants, and new retail development in closer proximity to employment centers.
- The Township should encourage special events and marketing campaigns to promote the creation of a health-care agglomeration of medical office and services uses.
- The Township should develop a marketing strategy to attract to small-to-medium sized manufacturers.
- The Township should make an effort to streamline and clarify the permitting and licensing process.
- The Township should continue to work with local employers, service providers and schools by linking job training and readiness programs to eligible graduates.
- The Township should encourage ecotourism and historic site tourism.

TOWNSHIP TAX BASE

In the past five years, Franklin experienced a significant amount of new residential development adding more than 1,300 residential items and \$92,512,100 in assessed value since 1999. The Open Space Committee in conjunction with the Township worked to preserve over 100 items of qualified farmland. The assessed value of the farmland (qualified) decreased almost \$100,000. From 1999 to 2004, the number of new commercial and industrial items increased only slightly, but their assessed value increased \$246,102,100 and \$90,449,000 respectively. The number of farmland (regular) items decreased slightly as well but its assessed value rose from \$30,602,400 to \$52,339,000. Although the number of industrial properties increased via industrial subdivisions of land, the area available for industrial development has been significantly reduced via the approval of several large-scale senior residential developments along New Brunswick Road, Schoolhouse Road and Randolph Road.

Land Use Classification	Items on Tax Rolls in 1999	Items on Tax Rolls in 2004
Vacant	1,489	1,893
Residential	15,646	17,001
Farm (Regular)	139	132
Farm (Qualified)	266	332
Commercial	430	468
Industrial	157	162
Apartment	25	26
Ratable Total	18,152	20,014

Source: Franklin Township Tax Assessor

Table E-5 Tax Base Breakdown, Franklin Township, 1999 and 2004			
Land Use Classification	Assessed Value in Dollars (\$) in 1999	Assessed Value in Dollars (\$) in 2004	Rate of Change
Vacant	86,583,850	179,095,950	1.07
Residential	2,316,411,550	4,497,593,350	0.94
Farm (Regular)	30,602,400	52,339,000	0.71
Farm (Qualified)	4,039,119	3,042,300	-0.25
Commercial	586,625,900	832,728,000	0.42
Industrial	464,155,600	554,604,600	0.19
Apartment	117,030,480	194,355,760	0.66
Ratable Total	3,605,448,899	6,313,758,960	-

Source: Franklin Township Tax Assessor

ECO-HERITAGE TOURISM GRANT

Franklin Township has received a \$15,000 from the County's Economic Development Incentive Program (EDIP) to develop an Eco-Heritage Tourism Plan to promote the environmentally valuable open space and historic areas for active and educational activities. A key objective of the Plan is to provide a linked system of historic, cultural and recreational resources for vehicular, pedestrian and bicycle access. The Township's resources include: eight historic villages and other historic structures, over 9,200 acres of open space in the area of D&R Canal State Park, Six Mile Run, tracts of agricultural land, County and municipal parks, and the New Jersey Audubon Society. A tour of these properties will also dovetail well with the Canal Road Scenic Byway.

The Township contains many resources that, if marketed and managed properly, can contribute to increased tourism in the Township. The first phase of the plan involves a community survey to determine local knowledge of local resources, and to determine how and whether the resources are currently utilized.

KINGSTON INITIATIVE

The historic village community of Kingston, located in the southern tip of the Township, has been working to create opportunities to capitalize on the village's tourism potential by planning connections to the village from the D&R Canal towpath and historic Rockingham. Safe bicycle and pedestrian access to each of these destinations is desired, as are bicycle and pedestrian safety improvements throughout the village.

COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS

In 2002, the Federal Department of Housing and Urban Development (HUD) designated the Township as an Entitlement Community which means that the Township is allotted its Community Development Block Grant (CDBG) funds directly from HUD, rather than through the County. CDBG monies can be used to revitalize neighborhoods, expand affordable housing

and economic development, and improve community facilities and services, principally to serve low- and moderate-income persons.

CDBG funds may be used for activities which include, but are not limited to: acquisition of real property, relocation and demolition, rehabilitation of residential and non-residential structures, construction of public facilities and infrastructure improvements, activities relating to energy conservation, assistance to carry out economic development and job creation/retention activities, and necessary sewer redirection thereby lessening what would otherwise be charged to developers.

The Township has spent the majority of its funds, approximately \$350,000 per year, on housing rehabilitation. The non-housing related programs that the Township has sponsored are:

Table E-6 Franklin Township Non-Housing Related CDBG Program Projects 2002-2005		
Time Period	Project	Funding Amount
9/02-8/03	Township food bank improvements	\$15,000
	Somerset County Community Action Program renovation of childcare facility	\$33,760
	Renaissance redevelopment area gateway project property acquisition	\$56,990
	Township after school program	\$17,150
9/03-8/04	Township food bank community garden	\$8,900
	Bascom Park picnic shelter	\$40,000
	Earth House renovations	\$9,300
	Somerset County Community Action Program facility expansion	\$64,000
	Building demolition in Renaissance redevelopment area	\$30,000
	Township after school program	\$21,000
	Senior services van	\$30,200
9/04-8/05	Township after school program	\$28,200
	Van for Township food bank	\$20,000

The Township should continue to provide funding for economic development projects particularly in low- and moderate-income neighborhoods such as the Renaissance 2000 area.

COMMERCIAL CORRIDORS

Hamilton Street

The Hamilton Street Business District is roughly 1.5 miles long, located generally between Franklin Boulevard and the New Brunswick border. The corridor is mostly developed, consisting of commercial uses, sporadic residential lots, and parking areas. There are roughly 100 businesses located in the Hamilton Street business district, with over one-third specializing in general and retail services. Twenty-five percent of the businesses are devoted to medical or professional offices. There are also numerous residences.

Corridor Studies and Plans

A Revitalization Study and Strategic Plan have been prepared for the area. As part of the Hamilton Street Revitalization Study, several zone change and design guidelines were suggested for the corridor, and an ordinance implementing zone changes and design guidelines was adopted in 2003. The new "HBD" Zone combines many of the standards of the former NB, OP and R-7 zones. The purpose of the district is to provide for commercial uses with supportive residential, community and institutional uses which contribute to an attractive, vibrant and sustainable business district geared towards pedestrian circulation, bicycle circulation and public transportation. The HBD Zone also allows typical retail uses as well as mixed retail and residential uses; encourages shared parking and reduced parking standards; improved sign regulations and landscaping and buffering requirements.

A marketing analysis examined regional and local retail business sector trends to determine the types of establishments likely to locate, and prosper on Hamilton Street. The challenge for the area is to set forth an action plan for functional and aesthetic improvements that will attract new consumers from both the immediate area, and also the entire Township. The Hamilton Street district is an area that specializes in retail goods and services, of a smaller, neighborhood scale as compared to Easton Avenue and Route 27. This area may be both suited for niche or specialized goods, as well as larger establishments attracting a broader market. In either case, a marketing strategy should be developed, focusing on ways to attract and retain the types of businesses which will cater to the needs of the area and larger community.

As part of the planning process, several community meetings were held, including a "visioning" session to identify the area's assets and problems. The following list includes some of the business district assets:

- Close to New Brunswick railroad station, mass transit and highways; Rutgers University and Raritan Valley Community College; local hospitals and schools
- Presence of specialty retail stores and services
- Available labor pool
- Diverse population encourages diverse businesses
- Affordable housing and commercial rental space
- Accessibility to grant funding, and local financial institutions committed to the community
- Presence of sidewalks and street trees, community policing
- High number of vehicular trips

The following list includes some of the business district problems:

- Perception of area as unsafe and unappealing, poor property maintenance, lack of public spaces
- Lack of separation between commercial businesses and residential neighborhoods
- Need for more diverse uses, including restaurants, bakeries, food market

- Lack of parking areas that are centralized and accessible
- Pedestrian unfriendly, difficult to cross Hamilton Street
- Traffic safety issues, congestion and excessive speeding
- Difficulty in retaining and transitioning existing businesses
- Time consuming and expensive permitting processes
- Lack of public transportation

Hamilton Street Business Community Corporation

The Hamilton Street Business Community Corporation (HSBCC) is a non-profit community development corporation that has been established to oversee development in the Hamilton Street Business Special Improvement District (SID) and to manage funds provided by the County’s Economic Development Incentive Program. The EDIP funds will be utilized to revitalize the business district by providing matching grants to the businesses or the property owners for façade and architectural design improvements. The HSBCC follows the 4-prong Main Street New Jersey approach to downtown development including (1) organizing businesses, (2) marketing for the businesses, (3) promoting physical improvements of the downtown and (4) encouraging a mix of uses. HSBCC also encourages properties within the area become more competitive in the regional marketplace, attract additional tenants and customers, create construction jobs and increase employment, and will ensure the continued vitality of downtown Somerset.

The HSBCC has several committees including:

- HSBCC Clean and Safe Committee oversees police enforcement, adopt-a-road, neighborhood/business watch program, traffic calming, bus and shuttle service, and the trash receptacle initiative.
- The HSBCC Marketing Committee includes overseeing revitalization efforts, including the Strategic Marketing Plan, newsletters, and special events.
- The HSBCC Retail Committee directs its activities toward fostering a business environment that will attract and retain businesses, overseeing the SID and Small Business Development.
- The HSBCC Physical Improvement Committee focuses on improving the physical appearance of Hamilton Street, such as the facade improvement, streetscapes, signage system, parking, and tree replacement program.

Neighborhood Preservation Program

The Township has received a State-funded grant to prepare a Neighborhood Preservation Program for the neighborhood bounded by Hamilton Street, Douglas Avenue, Route 27 (Somerset Street) and Ambrose Street. The grant provides \$500,000 over 5 years for planning and implementation of projects and programs. The Township has hired a program coordinator to

prepare a plan for physical improvement of the area as well as programs that the residents and business owners identify as necessary for the neighborhood.

Additional Incentives

The Township should consider designating the area “in need of rehabilitation” so that 5-year tax abatements can be offered for improvements such as sewer redirection which is necessary if there is to be appreciable new construction in the area. This option is permitted by the Local Redevelopment and Housing Law and is generally used as an alternative to redevelopment area designation. The primary difference between a “Redevelopment Area” and a “Rehabilitation Area” is that a municipality or redevelopment entity does not have the authority to take or acquire private property by condemnation in a “Rehabilitation Area.” A redevelopment plan still must be prepared for a rehabilitation area. Such an alternative allows municipalities to offer 5-year tax abatements on improvements to structures.

The criteria set forth by the LRHL for designation of a Rehabilitation Area are as follows:

1. A significant portion of structures therein are in a deteriorated or substandard condition and there is a continuing pattern of vacancy, abandonment or underutilization of properties in the area, with a persistent arrearage of property tax payments thereon;
2. More than half of the housing stock in the delineated area is at least 50 years old, or a majority of the water and sewer infrastructure in the delineated area is at least 50 years old and is in need of repair or substantial maintenance; and
3. A program of rehabilitation, as defined in section 3 of P.L.1992, c.79 (C.40A:12A-3), may be expected to prevent further deterioration and promote the overall development of the community.

Route 27

Route 27 is a State highway, and is characterized by heavy traffic volumes. The roadway contains a mix of uses, including a concentration of commercial uses from Skillman’s Lane north and between Beekman Road and Claremont Road; a number of high-density residential uses south of Cortelyous Lane, and scattered residential development and agricultural areas. Route 27 south of Bennett’s Lane has been the subject of continued residential growth, which as residentially-zoned properties are built out will reach an equilibrium. New commercial development in the corridor has been somewhat limited, but has seen the development of a new Super Stop & Shop supermarket at the corner of Route 27 and South Middlebush Road and a significant expansion of the First Baptist Church.

Renaissance 2000 Redevelopment Area

As detailed in the Land Use Plan Element of the Master Plan, the Renaissance 2000 Redevelopment Area is located between Churchill Road and Brookline Avenue, along Route 27 and up to several blocks in depth from Route 27. The development plan for the area calls for infill residential and commercial development and redevelopment of the Gateway area adjacent

to Franklin Boulevard. The Redevelopment Agency is in the process of soliciting redevelopers for the Gateway area via the Request for Proposals process. The Sewer Authority plans to redirect sewage from New Brunswick lines which are at capacity, which is necessary for new construction in the area. In order to additionally incentivize redevelopment, the Township should consider offering 5-year tax abatements for improvements, which is one of the incentives permitted in the New Jersey Local Redevelopment and Housing Law.

Easton Avenue

Easton Avenue is one of the heaviest traveled roadways within Franklin Township. It connects I-287 to the City of New Brunswick and parallels the D&R Canal. The corridor is primarily commercial in nature from Academy Street to Foxwood Drive.

Easton Avenue experiences a significant amount of congestion, long delays, and a considerable number of accidents annually. Several improvements were made along Easton Avenue since the 1999 Master Plan, including signal modifications to the intersections of Easton Avenue/De Mott Lane and Easton Avenue/J.F.K Boulevard. However, Easton Avenue between Foxwood Drive and Franklin Boulevard continues to be extremely congested and the site of numerous accidents associated with vehicles waiting to turn where limited sight distance exists. The Circulation Plan Element recommends installing a concrete barrier and jughandles between Foxwood Drive and Franklin Boulevard to eliminate these problems. In addition, the I-287/Easton Avenue Study recommends removing the traffic signal at World's Fair Drive, thereby creating a right-turn in and right-turn out only onto World's Fair Drive, which would re-route traffic around to Pierce Street and Cedar Grove Lane to the light at Easton Avenue. This change was implemented in September 2005.

Recent activity on Easton Avenue includes redevelopment of the JOHN F. KENNEDY Boulevard Shopping Center to include a new Super Stop & Shop building, and the Castle Senior Living project on Easton Avenue between Hollywood and DeMott Lane.

Elizabeth/Davidson Avenues Area

To address the need for retail uses proximate to the many hotels, corporate headquarters, the convention center and the residential uses in the area, Township staff has created a Neighborhood Business (NB) Overlay Zone for the area roughly bounded by Elizabeth Avenue, Davidson Avenue and New Brunswick Road (**see Land Use Plan Map**). This overlay would permit neighborhood service uses that would serve the residential, office and hotel populations of the area.

OTHER REDEVELOPMENT ACTIVITIES

Under the Local Redevelopment and Housing Law (P.L. 1992, c.79) a municipality can designate an area "in need of redevelopment" based upon an investigation of conditions. In most cases, an investigation is undertaken when an area exhibits a decline in property values, discourages private investment, and is not likely to improve through private market forces without the direct intervention of the governing body in the public interest.

The Township has designated three areas “in need of redevelopment” in addition to the Renaissance 2000 area. They are (1) the Stavola property at the intersection of Old Georgetown Road and Canal Road, (2) the Onka Bus/Franklin Inn site on Amwell Road, and (3) the Laurie Rubber site in East Millstone. Because these redevelopment areas are not foreseen to be related to economic development, they are more thoroughly discussed in the Land Use Plan Element.

RECOMMENDATIONS

The following recommendations summarize those listed throughout the Economic Plan Element:

1. Continue to implement the recommendations of the 2-phase Economic Development Study prepared by CUPR where consistent with the general goals and objectives of the Master Plan.
2. Continue to attract and retain businesses, including farms, in the Township.
3. Continue efforts to revitalize the Hamilton Street Business District.
4. Encourage and promote retail activity in the New Brunswick Road/Elizabeth Avenue area via implementation of a Neighborhood Business Overlay Zone.
5. Continue work on accelerating the permitting and development review process through the use of pre-application and developer meetings.
6. Continue communications with stakeholders involved in the Renaissance 2000 Redevelopment Area.
7. Implement zoning recommendations to Land Development Ordinance contained in the Land Use Plan Element.
8. Utilize federal, state and county funds to encourage community business development.
9. Encourage ecotourism and historic site tourism.

UTILITY PLAN
ELEMENT

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UTILITY PLAN ELEMENT

INTRODUCTION

The Utilities Plan analyzes the need for and shows the future general location of utilities infrastructure including water, sewer, storm sewer and stormwater management. The sewer service area boundaries are also discussed herein.

GOALS AND OBJECTIVES

The following goal and objectives were established for the Utility Plan Element of the Master Plan.

Goal: Determine utilities service areas on the basis of the Master Plan's overall vision of land use and density.

- Re-evaluate sewer service areas in light of the Land Use Plan to manage growth;
- Maintain the adequacy of the existing sewer and water systems;
- Understand the balance between run-off and groundwater recharge on Township soils and subsurface, particularly in areas with wells and in flood-prone areas; and
- Create standards to minimize off-site impacts from run-off and impacts on adjacent wells and water resources and to maximize on-site recharge and filtration.

WATER SERVICE

The Township owns and operates two water systems; the first water system is located in the northern and central portions of the Township, which is known as the Main system. The Main system is supplied by water purchased from New Jersey American Water Company. Supplemental water supply is purchased when required from North Brunswick and New Brunswick Townships. The second water system is supplied by water purchased from South Brunswick Township for the area impacted by the Higgin's Farm Superfund Site. Water infrastructure is mapped on the **Utilities Plan Map**. The supply of water is adequate.

Proposed Water Improvements

Water service will be extended along Cedar Grove Lane from Amwell Road to New Brunswick Road to serve proposed development. The expected time of completion of the extension is the end of 2006. Water lines will also be extended to the Franklin Park area to serve properties where contaminated wells were found. The expected time of completion is the first quarter of 2006.

SANITARY SEWERAGE SERVICE

Infrastructure

Sanitary sewerage is collected by the Franklin Township Sewerage Authority and is treated at the Middlesex County Utilities Authority (MCUA) facility in Sayreville. The sewer service area covers generally the northern portion of the Township and the Route 27 corridor north of Route 518 (see **Utilities Plan Map**). There are smaller sewer service areas scattered throughout the Township which serve isolated residential developments, including along Bunker Hill Road, Blackwell's Mills Road, and Van Cleef Road.

MCUA has the capacity to serve the majority of the Township, and its service area includes the area generally to the north of the Princeton Ridings housing development in addition to many other municipalities in southern Somerset and Middlesex Counties.

FTSA reports sewer service capacity issues in the **Route 27 corridor area north of Franklin Boulevard**. This system was designed in the early 20th Century, and is not sized to accommodate additional sewer users. The capacity issue is being resolved by FTSA via (1) the installation of manhole covers that do not allow stormwater to enter the system and consume capacity, (2) diversion of flows to the North Crossing through Piscataway rather than to the City of New Brunswick and (3) the installation of a new pump station that can divert flow to the Township's School Avenue Station that contains significant capacity. These improvements will provide the necessary infrastructure for redevelopment projects in the Renaissance 2000 Redevelopment Area.

FTSA also indicates that the sewer line in **Belmont Drive** is near capacity, and any new development or re-tenanting of the area should be with uses that require a minimum amount of wastewater treatment.

Sewer Service Area

Modifications to the existing sewer service area are recommended on the **Utilities Plan Map**. Areas proposed for removal from the sewer service area reflect areas that have been preserved as permanent open space. Areas to be added include:

1. The Griggstown Quail Farm; for improvement of waste removal from the farm--not the service of any new dwellings. As the Farm has expanded its operation, water pollution has become evident of a brook in the vicinity of the Farm. It is possible that the problem emanates from the high-density poultry raising and processing activity there (though there are also ducks on a pond upstream). The Township has approved this extension; the extension now requires County and State approval.
2. The area north of Bennett's Lane that has been experiencing repeated septic failure. The Township has approved this extension; the extension now requires County and State approval.

Other than these areas, the sewer service area boundaries are intended as a growth management tool to prevent sprawl in the southern portion of the Township. The sewer service areas for the most part follow the Planning Area 1 and 2 designations of the State Plan, except in the vicinity of the Exxon and Huntingdon Life Science facilities on Mettler's Road, which are located in Planning Area 4, however have been served by their own private sewer system since the 1970s. These areas will remain both PA 4 and within a sewer service area for this reason.

STORMWATER POLLUTION PREVENTION PLAN

Municipal Stormwater Pollution Prevention Plans (SPPP) and Municipal Stormwater Management Plans (MSWMP) are now required pursuant to legislation adopted by the State of New Jersey in accordance with the U.S. Environmental Protection Agency's 1999 Phase II Stormwater Permitting Rules. Such legislation came to bear to better control non-point pollution sources, i.e., those that cannot be traced back to one specific source such as a factory.

SPPPs document a municipality's stormwater pollution prevention strategies in all areas, including public education and maintenance of public facilities and equipment. Beneath the umbrella of the SPPP is the MSWMP, which mainly presents a plan for regulating development that is not currently regulated by the Residential Site Improvement Standards. Municipalities are also required to adopt ordinances to regulate stormwater in developments that are not governed by RSIS, and to regulate pollution such as pet waste and litter.

Preliminary review of the land development ordinances of the Township does not identify any existing ordinances that would conflict with the implementation of a comprehensive MSWMP in the Township.

Goals of MSWMPs typically include:

- Protect areas that provide water quality benefits or areas particularly susceptible to erosion and sediment loss;
- Minimize impervious surfaces and break up or disconnect the flow of runoff over impervious surfaces;
- Maximize the protection of natural drainage features and vegetation;
- Minimize the decrease in the "time of concentration" from pre-construction to post-construction;
- Minimize land disturbance including clearing and grading;
- Minimize soil compaction;
- Provide low-maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers and pesticides;
- Provide vegetated open-channel conveyance systems discharging into and through stable vegetated areas

As indicated in the Conservation Plan Element, ordinances are recommended to implement NJDEP's new regulations and more stringent water quality standards.

EXTENSION OF UTILITIES

A new rule has been implemented at N.J.A.C. 14:3-10 that establishes the Targeted Revitalization Infrastructure Program (TRIP). This new rule submitted by the New Jersey Board of Public Utilities was created to ensure that the agency's programs reflect the Smart Growth goals of the State. The new rule describes a pilot program, entitled the "Targeted Revitalization Infrastructure Program" (TRIP) that encourages development in "smart growth" areas, meaning State Planning Areas 1 and 2. TRIP is designed to eliminate infrastructure barriers to development in smart growth areas and to offer incentives for regulated entities (i.e. water, electric, gas, telecommunications) to serve such development. Through the program, infrastructure can be constructed in anticipation of smart growth development, rather than after a developer has submitted an application, and costs can then be recovered faster. Fees will not be charged to extend utilities in smart growth areas, however will be charged in non-smart growth areas.

RECYCLING PLAN
ELEMENT

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RECYCLING PLAN ELEMENT

INTRODUCTION

The Recycling Plan Element is a required Element of the municipal Master Plan the purpose which is to demonstrate consistency with State Law regarding recycling.

The following goal has been established for the Recycling Plan Element of the Master Plan:

Goal: To meet State Recycling Plan goals for the collection, disposition and recycling of recyclable materials.

STATUS OF RECYCLING IN FRANKLIN TOWNSHIP

The Mandatory Statewide Source Separation and Recycling Act of 1987 requires the establishment of a recycling component to municipal master plans. In addition, specific tasks were delegated both to the county and municipalities to achieve State Recycling Plan goals. Somerset County's responsibilities include:

1. Designate a district recycling coordinator,
2. Identify leaves and at least three other recyclable materials as the designated recyclables in the district,
3. Designate a strategy for the collection, marketing and disposition of source separated recyclable materials in each municipality,
4. Recycle at least 15 percent of the prior year's total municipal solid waste stream by the end of the first full year, and
5. Recycle at least 25 percent of the second preceding year's total municipal solid waste stream by the end of the second full year.

The Township's responsibilities include:

1. Designate a recycling coordinator.
2. Provide a collection system within six months of the adoption of the County Plan.

Somerset County has established the position of Recycling Coordinator and has prepared a recycling plan. Franklin Township has designated a recycling coordinator and has developed a recycling program.

The Township of Franklin has a comprehensive recycling program that is managed by the Department of Public Works in conjunction with Somerset County. The materials recycled include, but not limited to, paper, glass, aluminum, steel, plastic, iron, anti-freeze, batteries, tires, used motor oil, brush, leaves, concrete, food waste, oil contaminated soil, textiles, and wood scraps.

The Township recycled approximately 193,768.57 tons of material in 2004, a significant increase from 1997 in which the Township recycled approximately 13,830 tons of material. Commercial uses generate more recyclable materials than residential uses. In 2004, there was a greater amount of recycled corrugated paper, newspaper, leaves, brush/tree parts, and concrete / asphalt / brick materials compared to the 1997 reported tonnage amounts.

**Table R-1
Recycling Volumes for Selected Materials,
Township of Franklin, 2004**

Material	Amount Recycled in Tons			Total in 1997
	Residential	Commercial	Total in 2004	
Corrugated	615	3,313	3,928	2,621
Mixed Office Paper	-	346	346	4,140
Newspaper	2,982	-	2,982	110
Glass Containers	1,148	250	1,398	1,517
Aluminum Containers	64	18	82	82
Plastic Containers	281	54	335	236
Steel Containers	136	36	172	453
Tires	-	32	32	61
Leaves	1,690	-	1,690	1,507
Brush/Tree Parts	-	141	141	7
Concrete/Asphalt/Brick	17,078	-	17,078	1,521
Computers/Parts	69	-	69	NA
Textiles	17	164,556	164,573	NA
Wood scraps	-	41	41	1,292
Total	24,080	168,787	192,867	13,547

Source: Franklin Township Department Public Works

Franklin Township has a contract with Somerset County for curbside collection of recyclables including glass, aluminum, newspaper, cardboard, clothing, and large appliances. The Township operates a mini-dump and recycling center located across from the Department of Public Works building on 12 Berry Street. The Township's recycling program is managed by the recycling coordinator who is employed by the Department of Public Works.

It is recommended that the municipal recycling ordinance be updated as the Municipal Land Use Law is amended and as additional recyclable materials are added to the municipal collection system.

PLAN CONSISTENCY

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PLAN CONSISTENCY

INTRODUCTION

The Municipal Land Use Law requires that all municipal Master Plans include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the Master Plan, to the Master Plans of contiguous municipalities, the County, and the State Development and Redevelopment Plan. The intent is to coordinate planning and land use activities, and reduce potential conflict. This element reviews the municipal Master Plans of contiguous municipalities, the County, the State Development and Redevelopment Plan, and the Delaware & Raritan Canal State Park Master Plan.

CONTIGUOUS MUNICIPALITIES

The contiguous municipalities are Bridgewater Township, South Bound Brook Borough, Piscataway Township, City of New Brunswick, North Brunswick Township, South Brunswick Township, Princeton Township, Montgomery Township, Rocky Hill Borough, Hillsborough Township, Millstone Borough, and Manville Borough.

Bridgewater Township, Somerset County

Bridgewater is located to the north of Franklin Township, and runs from the intersection of the Millstone and Raritan Rivers east to South Bound Brook Borough. The D&R Canal and Raritan River separates the two Townships. The Bridgewater Master Plan was last revised in February 28, 2005. The Bridgewater zoning map is consistent with its Land Use Plan. The land in Bridgewater which borders Franklin is zoned for General Manufacturing (M-1). Principal permitted uses include offices, research laboratories, manufacturing and service uses. The bordering land in Franklin Township is designated in the Land Use Plan as Light Manufacturing (M-1) with a small portion zoned for Corporate Business (C-B), and Single-family Residential (R-10). The land use in Bridgewater is consistent with the Franklin Land Use Plan, particularly since the two townships are not interconnected and are separated by a wide body of water.

South Bound Brook Borough, Somerset County

South Bound Brook Borough is located to the north of Franklin Township, from Bridgewater Township east to Piscataway Township. The Borough zoning map is consistent with its Land Use Plan. The land in South Bound Brook which borders Franklin is designated for single-family residential with required minimum lot sizes of 5,000 and 7,500 square feet. Single-family residential is consistent with the Franklin Land Use Plan recommendations for the adjacent area in Franklin Township. South Bound Brook is possibly the most interconnected of all adjacent municipalities to Franklin Township in terms of the land use fabric. It is difficult to sense where one town begins and the other ends. Therefore, it is important that the Land Use Plans of these two towns be consistent, which they have been determined to be.

Piscataway Township, Middlesex County

Piscataway Township is located to the northeast of Franklin Township, from South Bound Brook east to New Brunswick, across the D&R Canal and Raritan River. Piscataway is not directly accessible from Franklin Township, and the two are substantially separated by the Raritan River. The Piscataway Township Master Plan was adopted in 1999, and amended through 2003. The zoning map of Piscataway is consistent with its Land Use Plan. The land area in Piscataway along the Franklin border is mostly parkland with the remaining portions of fully developed single-family residential neighborhoods. The bordering land in Franklin is designated as a mix of commercial and single-family residential uses, and Canal Preservation in the Land Use Plan Element. The land uses of both municipalities are complementary to each other.

City of New Brunswick, Middlesex County

New Brunswick is located to the northeast of Franklin Township from the Raritan River south along Somerset Street to Veronica Lane (How Lane in New Brunswick). The City shares approximately ¼ of the Township's Route 27 corridor. The City's Master Plan was adopted in - November 2004. From the Raritan River south to Somerset Street, the New Brunswick Land Use Plan designates the land for residential uses from low-density single-family residential to multi-family and apartment uses. The adjacent land in Franklin is designated for single-family residential uses with a required minimum lot size of 7,000 square feet. From Somerset Street to French Street, the land is designated for Community Commercial, which contains a mix of commercial and multi-family uses. St. Peter's cemetery extends from French Street to north of Lufberry Street. Continuing west, from the end of the cemetery to Van Dyke Avenue, land is designated for medium-density, two-family and multi-family residential uses with a highway commercial corridor located in between Quentin and Van Dyke Avenues. The Highway Commercial land use continues from Industrial Avenue to where the New Brunswick-Franklin border terminates.

There are two redevelopment areas located in New Brunswick; the Route 27/Jersey Avenue Redevelopment Area from Van Dyke Avenue to Triangle Road, and the French Street/Somerset Street Redevelopment Area including the parcels that abut St. Peter's cemetery along French Street. The adjacent land in Franklin is located in the Renaissance 2000 Redevelopment Area, the plan for which calls for a mix of commercial and residential uses, including residential infill, senior housing, retail and office uses, and a day care center. The Route 27 corridor redevelopment area concept was initially conceived as a joint effort by New Brunswick and Franklin Township, and the planning on both sides is generally in the same direction, although now undertaken separately. A new high school is currently under construction in New Brunswick on Route 27, south of Franklin Boulevard. The high school is not anticipated to interfere with redevelopment on the Franklin side.

In Franklin, from the Conrail R.R. to How Lane, the land is designated for General Business and Office-Professional uses. The bordering land uses in New Brunswick are consistent with the Franklin Land Use Plan.

North Brunswick Township, Middlesex County

North Brunswick is located to the southeast of Franklin Township along Route 27, from Veronica Lane north to Finnegan's Lane south of the City of New Brunswick. North Brunswick shares another ¼ of Franklin's Route 27 corridor. In the vicinity of Franklin, development and land use in North Brunswick roughly mirrors that on the Franklin side, with a mix of retail, multi-family residential and office uses. It appears that this portion of North Brunswick is at or nearing build-out.

The North Brunswick Master Plan was adopted in 1984, and amended through 2000. North Brunswick's zoning map is consistent with its Land Use Plan in the area adjacent to Franklin. The zones include Neighborhood Commercial, Planned Residential Development, Education-Recreation-Research, and Single-family Residential. The land use designations in Franklin along the North Brunswick border are mainly General Business, Office-Professional, and Neighborhood Business. The land use in North Brunswick is consistent with the Franklin Land Use Plan.

South Brunswick Township, Middlesex County

South Brunswick is located along the southeastern border of Franklin south of North Brunswick Township from Finnegan's Lane to the north to Kingston in the south. Land use and development along the Route 27 corridor in South Brunswick is similar to that in Franklin and North Brunswick; mainly commercial and multi-family residential. This portion of South Brunswick does appear to have some remaining development potential, and is generally zoned R-1, which permits single-family residential on one-acre lots. Additional development in South Brunswick may impact the traffic conditions on Route 27, although a large percentage of trips may funnel toward Route 1.

The South Brunswick Master Plan was adopted in 2001. South Brunswick's zoning map is consistent with its Land Use Plan in the area adjacent to Franklin. The zones include Commercial, Affordable Housing, Multi-Family, and Single-family Residential with required minimum lot sizes of 9,000 square feet to 1 acre, which are similar to the land use designations in Franklin Township, including neighborhood business, and single-family residential.

Princeton Township, Mercer County

Princeton extends from Montgomery Township to Kingston along the Millstone River. It is located across the Millstone River and the D&R Canal from the Township, specifically in the Kingston area. The Princeton Master Plan was adopted in 1996, and amended through 2004. The zoning map of Princeton is consistent with its Land Use Plan. The land in Princeton along the Franklin border is consistent with Franklin Land Use Plan, and zoned for low density Single-family Residential with a required minimum lot size of 1.5 acres. The adjacent land in Franklin is designated for low-density residential uses, and the uses permitted in the Kingston Village area.

Montgomery Township, Somerset County

Montgomery extends along the Franklin border between Princeton and Hillsborough Townships (around Rocky Hill Borough). The Millstone River and D&R Canal state lands separate the two municipalities, and they are connected only by the Griggstown Causeway, which is located in a rural residential area of both Townships.

The Montgomery Master Plan was adopted in 1998, and amended through 2003. The Montgomery zoning map is consistent with its Land Use Plan. The land in Montgomery along the Franklin border is zoned for public school use and parkland. The land use in Franklin is designated for low-density single-family residential uses, and industrial uses.

Rocky Hill Borough, Somerset County

Rocky Hill is located to the west of Franklin, on the other side of the Millstone River and D&R Canal state lands. Rocky Hill and Franklin are connected via CR 518, in a rural residential area of both towns. The Rocky Hill zoning map is consistent with its Land Use Plan. The land use in Rocky Hill is zoned for single-family residential (required minimum lot area of 45,000 square feet) and village residential with a required minimum lot area of 12,000 square feet. The parcels located to the north of Washington Street are zoned for business uses. The bordering land in Franklin is designated for Canal Preservation (low-density residential). The land use plan in Rocky Hill is consistent with the Franklin Land Use Plan.

Hillsborough Township, Somerset County

Hillsborough is located to the east of Franklin Township, across the Millstone River and the D&R Canal. The two municipalities are not directly connected; Hillsborough can only be accessed through Millstone Borough. The Hillsborough Master Plan was adopted in 1996, and amended through 2002. The Hillsborough zoning map is consistent with its Land Use Plan. Zones along Millstone River Road include low-density residential uses that are consistent with the Franklin Land Use Plan. The bordering land in Franklin is designated for Agricultural uses and Canal Preservation.

Millstone Borough, Somerset County

Millstone is located to the west of Franklin Township, across the Millstone River and the D&R Canal state lands. The two municipalities are connected via Amwell Road, which connects two rural villages on either side. The Millstone Borough Master Plan was adopted in 1997. The 1997 Land Use Plan designates the land adjacent to the Franklin border between the River and Main Street as primarily low-density residential, although Business uses are permitted at the intersection of Main Street and Amwell Road. These designations and uses are consistent with Franklin's Land Use Plan.

A large tract of land along the Millstone Bypass is zoned Light Industrial, and the Master Plan indicates a Planned Unit Development Overlay on the property. The Borough has indicated, however, that it is currently updating its Master Plan and that the PUD Overlay will be removed. This property is currently farmland assessed and owned by a family trust. A light industrial

designation does not seem appropriate for this portion of Millstone, and Amwell Road through Franklin Township may be impacted by such zoning, although traffic could reach I-287 through Manville and then along Canal Road in the Township.

Manville Borough, Somerset County

Manville is located north of Hillsborough Township, and is also located across the Millstone River and D&R Canal state land. Franklin interconnects with Manville along the Manville Causeway (CR 623) in the Zarephath area. Development in this region of Franklin is low-density and mainly residential in character. In Manville, land use is commercial and medium-density residential in character. Development in Manville in this area is limited due to its location in a floodplain.

The Manville Master Plan was adopted in 1994. The Manville zoning map is consistent with its Land Use Plan. Land in Manville is zoned for medium-density single-family residential housing with required minimum lot sizes of 5,000 and 7,500 square feet. The bordering land in Franklin is designated for Agricultural uses, and the Canal Walk senior housing. Additional senior and family housing is planned in Franklin at the corner of Weston and Randolph Roads, however this development will not access Canal Road in the vicinity of the Manville Causeway.

DELAWARE & RARITAN CANAL STATE PARK MASTER PLAN

The D&R Canal State Park Master Plan was adopted in 1977, revised in 1989, and its Regulations for the Review Zone of the D&R Canal State Park were adopted in February 1990, and amended in 2004. The D&R Canal Commission is required to prepare and adopt a Master Plan in order to monitor land use activities within the Park, and to create Review Zones for all public and private development projects that impact the Park.

The entire Township of Franklin is included in the Review Zone. The Commission is required to review all public and private projects with respect to drainage, aesthetic and ecological factors. The Commission reviews applications on a case-by-case basis, and generally does not provide land use or intensity recommendations.

SOMERSET COUNTY

The Township continues to fit the pattern of the most current 1987 Somerset County Land Use Plan. The County advocates center-based growth. Areas like the Township's historic villages, the Somerset section, Hamilton Business District, and Middlebush have the potential to evolve into centers. Although the Township did not apply for center designation, the Township is achieving center-based type growth through zoning, redevelopment areas, and the Land Use Plan.

The County is concerned about the trend towards the redevelopment of industrial zoned land for senior housing. The County Planning Board staff recommends that if senior housing is constructed, that ancillary services be located near the developments so that residents have

access to retail and medical services. It is one of the intentions of the Master Plan to address this issue.

County Planning Board staff also expressed a concern regarding water quality in the Township, and the protection of the D&R Canal for its historic and environmental significance. The Master Plan also address these issues in the various Elements herein.

SDRP

Third Round of SDRP Cross-Acceptance

As a result of the adoption of the State Planning Act of 1985, N.J.S.A. 52:18A-196 *et seq.*, the SDRP (New Jersey State Development and Redevelopment Plan) shall be reexamined every three years by the State Planning Commission via a Cross Acceptance Process in which planning policies are reviewed by government entities and the public to check for consistency with each other and the SDRP. The third round of Cross Acceptance occurred in 2004-2005, and the amended SDRP is anticipated to be adopted in early 2006.

Somerset County gave each municipality a questionnaire in order to indicate its three most important local and regional land use planning goals and priorities. The County's Final Cross Acceptance Report tallied each municipality response into a table format. Below are the top three local and regional land use planning goals and priorities identified by Franklin Township:

Priority	Local	Regional
1	Maintain the diversity of housing, but encourage infill and stabilization of current residential areas, rather than continuing sprawl patterns of development	Improve the connection between Easton Avenue and I-287.
2	Conserve open space, rural character, scenic clusters, sensitive environmental areas and farmland.	Minimize the impact of high-level through traffic on county and state roads.
3	Provide adequate community services and facilities to serve the needs of all present and future Township residents.	Spot improvements on county and state roads to eliminate bottleneck areas that create congestion.

The County also requested each municipality to identify the State, County and/or local tools that would be needed to implement the SDRP and the smart growth goals, objectives and policies. Below is listed the needs of Franklin:

- State and county funding;
- Legislation supporting Timed Growth Ordinances;
- Increase in county and state mass (public) transportation;
- Additional funding for open space acquisitions and maintenance of historic preservation areas and sites; and
- Additional funding for Smart Growth Infrastructure.

State Preliminary Plan Policy Map Consistency

In 2004, the State approved the release of the Preliminary SDRP and the Preliminary State Plan Policy Map for the third round of Cross Acceptance. The Map features Planning Areas, Centers and Environs, which are intended to help implement the goals and policies of the State Plan, and guide future growth and development in New Jersey.

The Metropolitan Planning Area (PA1) is intended to provide much of the State's future redevelopment, and revitalize cities and towns. The Suburban Planning Area (PA2) is intended to provide for much of the State's redevelopment, and preserve the character of existing residential communities. The Fringe Planning Area (PA3) is intended to accommodate growth in the Centers, protect the Environs as open land, and to provide a buffer between more developed PA1 and PA2 and less developed PA3, PA4 and PA5. The Rural Planning Area (PA4) and Rural/Environmentally Sensitive Planning Area (PA4B) are intended to maintain farmland as contiguous areas, to accommodate growth in the Centers, to promote agriculture as a viable industry, and to confine sewer and water service to Centers. Environmentally Sensitive Planning Areas (PA5) are intended to protect environmental resources through the preservation of large tracts of land, accommodate growth in Centers, protect existing communities, and confine water and sewer service in Centers.

Planning areas in Franklin Township include PA1 through PA5. PA1 is mainly located in Sector 3 adjacent to the New Brunswick border. PA2 is generally designated along the NJSH Route 27 corridor, and within portions of Sector 5 adjacent to the Millstone River. Only a small portion of the Township is designated as PA3, near the intersection of Bennett's Lane and Dahmer Road. PA4 and PA5 both are generally located in the southern portion of the Township. The Preliminary State Plan Policy Map proposes a number of Critical Environmental Site designations, and four Park designations (PA 6), scattered throughout the Township. Within PA4 and PA5, the Policy Map proposes areas which permit sewer service, but are not necessarily built.

In general, it is the Township's goal to gain consistency with the SDRP key concepts, policies and the Policy Plan Map. During the Cross-Acceptance process, the Township and County reviewed the State Preliminary Plan Policy Map, and a number of changes were recommended (**see SDRP Cross Acceptance III Map** prepared by Somerset County). The most significant proposed changes include a proposal for the creation of three new planning areas. The Township and County would like to declassify the Six Mile Run area from PA4 and PA4B to new PA9 to represent Dedicated Public Water Supply. The Township and County also proposed new PA6 areas to represent Permanently Preserved Local Open Space Areas, and a new overlay "PF" to represent Preserved Farms. Even with the new PF overlay, there are a number of preserved farms that the County would like to be changed from PA2 to PA4B.

Additionally, the Township and County requested Critical Historic Sites (CHSs) overlays for every historic district within the Township. A number of parcels classified as PA3 have been purchased for open space, and as a result the remaining PA3 parcels have become fragmented and no longer meet the PA3 required "one square mile" criteria. The County and Township have requested that these parcels remain PA3 because they act as a transition area, and meet other

PA3 criteria. The County and Township also requested a Planning Area change for the new high school property from PA4B to PA2 to better reflect the property's future use.

MASTER PLAN MAPPING

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