

## Land Use Element

It is one of the primary goals of this master plan to limit growth to existing sewer plant capacity. However, it is not the purview of the Planning Board to determine the timing of the availability of capacity to property owners within the sewer service area, and any action taken to effectuate the land use recommendations contained herein should so note that any change provides those property owners no additional rights to the sewer capacity than any other proposed or existing permitted uses within the sewer service area that currently lack capacity.

### **A. Low and Moderate Income Housing and Other Multifamily Housing**

#### **1. Growth Share Ordinance and 3<sup>rd</sup> Round Requirements**

For the period beginning December 20<sup>th</sup> 2004 the New Jersey Council on Affordable Housing implemented new affordable housing regulations. In response to these regulations the Township adopted an Affordable Housing Growth Share Production ordinance in 2006. This ordinance required developers to provide for the affordable housing their projects produced. In some cases this was provided for in the form of on-site construction of affordable housing on commercial lots. In 2007 the courts over turned portions of the COAH regulations. As of this master plan the regulations are planned to be revised by December 31<sup>st</sup> of 2007.

#### **2. Existing**

Properties within this land use category include Townsende (Block 18, Lots 2,3,13,19,20,21 and 100 near Route 31), Carriage Gate/Valley Club (Block 53, Lots 3,5,9,11 and 15 and Block 63, Lot 21 on Dayton Road), Kentview (Block 45, Lot 11 near Route 12) which are in the R-6LM zoning district. This zoning district was established in response to the Fair Housing Act. Within this district developments are to provide market units and low and moderate income housing units. These sites are part of the Township's Fair Share Plan. The developers of both the Townsende and Carriage Gate/Valley Club sites chose to provide low and moderate income units via Regional Contribution Agreements (RCA's). Therefore on-site construction in Raritan Township within the Townsende and Carriage Gate/Valley Club developments was only market units.

The Townsende and the Valley Club site are complete. Due to the lack of infrastructure available at the Kentview site to support the increased density of housing associated with the R-6LM zoning an alternate residential density was added to the R-6LM district to permit development of single family housing on lots of 40,000 sq. ft. The Township's Fair Share Plan was modified to reflect this change. The Kentview site is now fully developed at that alternate density.

Also within this land use category are South Main Village, Oak Ridge at Flemington, and Village Commons, which have already been fully developed. These sites contain low and moderate income housing units. Additional low and moderate income housing is provided by senior citizen units at Flemington South Estates, called Flemington Gardens. These senior citizen units were originally deed restricted for a period of twenty years. Additional low and moderate income housing is also provided

for by the Good News Home for Women, Independence Manor Assisted Living Facility and can be provided for by ECHO units.

### 3. Good News Home for Women. Part of Block 9, Lot 18.

Located on the Northwest corner of the intersection of Bartles Corner Road and River Road is the Good News Home for Women. Currently zoned for I-2 Major Industrial it is a non-conforming use. The site was approved for transitional housing for low income persons by the Board of Adjustment. The site is sponsored by the Township of Raritan and is a location for low income housing under the Housing Plan.

The recommendation is to create a new land use category and zoning classification that would make the transitional housing a permitted land use. This would permit the limited expansion and modification of the use. This would be consistent with the Township's Housing Plan provided the use stays as a low income housing site. The Good News Home currently only occupies a small area on the entire lot. The change would be limited to the area of the current site and would not be expanded to cover the entire lot on which it sits.

### 4. Block 16.01, Lots 37.01, 54, and 55

This area is located on Junction Road adjacent to the Raritan Town Square development. Public transportation can be found at the Town Square development. The area is also located in close proximity to the Hunterdon Central High School and is within walking distance of Flemington and the Hospital. Given the location adjacent to employment centers and its accessibility to transit options it is recommended that an overlay zone permitting the development of 100% affordable housing in strict compliance with the New Jersey Council on Affordable Housing guidelines for production and administration be created. Density should be limited to 8 units per acre. Any such development must be serviced by public sanitary sewer and public water.

### 5. Age Restricted Developments

Three new non-assisted type age restricted overlay zones are proposed in the Township. It is the purpose of these zones to assist in the development of affordable housing. Therefore these overlay zones will be required to supply affordable housing at a ratio of 20%. These affordable units will be in the form of non-age restricted units, and may be located on or off site.

## **B. Planned Residential Developments**

The existing Planned Residential Developments (PRD's) of Flemington South Estates, Sun Ridge Village, Concord Ridge and Stonegate are in this category. The Hilltop site which was shown in the category of Planned Residential Development in the 1994 Master Plan, has been re-zoned to R-3, and is now included in the Moderate Density Residential category.

No further area is proposed for PRD development in the Township.

## **C. Moderate Density Residential**

### 1. Existing

This land use category includes properties in the R-6 zoning districts. The R-6 district consists of primarily developed areas of:

- Maple Glen
- Portion of both sides of South Main Street including also portions of abutting streets being Washington Street, Spring Garden Road, Seals Place and Ranch Haven Road
- Portions of Pennsylvania Avenue
- Greenwood Place and Ridge Road
- Millbrook Place and Millbrook Road

Within the existing R-6 zoning district, single family homes and two family homes are currently permitted. The density for single family homes is approximately one single-family unit per acre unless both public sewer and public water are provided, and then a density of approximately two housing units per acre is permitted. Two family homes which require both public water and public sewer are currently permitted at a density of two housing units per acre.

The R-6 zone has primarily developed as single family homes. Therefore, to be consistent with existing development in the R-6 zone it is the intent of the master that the provisions for single family attached housing units and two family units be deleted from the zoning ordinance.

## 2. Block 36, Lots 65 and 66

These two lots have frontages on Millbrook Road and Millbrook Place, both of which are residential access streets. Both lots are currently zoned for B-3 commercial. Lot 66 has a small frontage on Rt. 202. However, as this frontage is limited, it would be likely that the NJDOT would require access be provided from Millbrook Road. Given that the area is oriented towards Millbrook Road, and that commercial access would also be from the side street, a change in land use is warranted.

The surrounding area of Millbrook Road is zoned R-6 residential which permits single family dwellings on 20,000 sq. ft. lots, two family dwellings on 40,000 sq. ft. lots, and attached single family dwellings. The previous two master plans have recommended the removal of the provision permitting attached dwellings in the R-6 zone. This recommendation is continued. The removal of the provision that permits two family homes is also recommended as the majority of residential development in the R-6 zones throughout the township is single family in nature. Both of these changes should be in place prior to any zoning change for these lots. The rezoning of these properties would allow the development of potentially 10 single family homes, presuming sewer capacity was available. However, the development of single family homes in this instance would be much preferable and have less impact to the existing homeowners in the area than the commercial development of the properties.

## **D. R-3 Zone**

### 1. Existing

The minimum lot size per single family dwelling unit in the R-3 zoning district is 50,000 sq. ft. (1.15 acres per unit) except when served by public sewer, then a minimum lot size of 40,000 sq. ft. is permitted. Certain portions of the R-3 district are in both the sanitary sewer service area and the public

water service area. Due to increased environmental constraints, decreasing impervious surface standards, concern regarding run-off, and increased house sizes, it is the intent of this Master Plan that under such conditions the minimum lot size requirements for lots to be serviced by sewer be increased to the 50,000 sq. ft. standard.

## 2. Junction Road Residential.

Block 16.01, Lots 52, 53, and 54. Block 27, Lots 9 - 23

These properties are located on Junction Road and old Junction Road in the area of the Hunterdon Central High School. The area is currently zoned I-2 Major Industrial.

The area in question is all single family homes. These uses are non-conforming under the current industrial zoning. The development of any one of these lots into an industrial use is not consistent with the existing land uses in the area and would have a detrimental impact on the existing residences.

A change to R-3 rural residential would be consistent with the existing land uses. The R-3 zoning would limit the subdividability of these lots, but would allow existing property owners to expand their homes and add accessory structures without having to obtain variances.

## 3. Tulip Lane and Bartles Corner Road Residential.

Block 9 Lots 20 and 21. Block 16, Lots 6, 7, 8, 9, 10, 11, 12, 13 and 50.

These properties are located on Tulip Lane and Bartles Corner Road in the area between the Bartles Corner Business Park and the South Branch Parkway/Bypass. The area is currently zoned I-2 Major Industrial.

The area in question is all single family homes with the exception of lot 7 which contains a small office. These residential uses are non-conforming under the current industrial zoning. The development of any one of these lots into an industrial use is not consistent with the existing land uses in the area and would have a detrimental impact on the existing residences.

A change to R-3 rural residential would be consistent with the existing land uses. The R-3 zoning would limit the subdividability of these lots, but would allow existing property owners to expand their homes and add accessory structures without having to obtain variances.

## **E. Low Density Residential**

This land use category covers the R-2 district, the current R-1 zoning district, the current R-1A zoning district, and the Agricultural Preservation/Residential Zones (AR-5 and AR-2).

### 1. R-2 Zone

The R-2 district consists of 47.7 acres located between River Road and the South Branch of the Raritan River. The existing area contains historic buildings and is part of the South Branch Historic

District. A portion of the R-2 zone south of Lafayette Court will be placed into the South Branch Historic District Land Use category. The remainder of the existing R-2 zone north of Lafayette Court will remain. The minimum lot size is 75,000 sq. ft. (1.72 acres per single family housing unit) and no density change is recommended.

## 2. R-1A Zone

### Existing Conditions

The existing requirements of the R-1A zone are a minimum lot size of 1.8 acres and lot width of 250 ft. There currently exist two distinct areas in the township zoned R-1A. The first area is located in the northern portion of the township. This area is bounded by the R-1 (6 Acre zone), the R-3 (1.15 Acres), and the South Branch of the Raritan River. The area is characterized by larger lots, steep slopes, ravines, waterways, and an existing road network of narrow winding streets. Access to the area is poor and potential for roadway improvements is



limited. The area is made of smaller residential subdivisions and existing individual residences. The County and the Township have preserved property in the area along the River and Old Clinton Road. The largest remaining parcel is the Fischer farm (87.5 Acres) which is located in the Brunswick formation.

The second area is an area in the southwestern portion of the township. Significant single family development has taken place in the area under the existing

80,000 sq. ft. lot size requirement. However, due to steep slopes, wetlands and stream corridors in the area, the overall density of development has been much lower. Transportation infrastructure is limited to 4 major roads, Rt. 523, Rt. 579, Johanna Farms Road and Leffler Hill Road. The County Routes provide significant traffic capacity, however, sight distances in the area are limited due to topography. Leffler Hill Road is a rural township road with limited improvements. Johanna Farms Road is considered a major collector and will require future improvements.

From 1998 to the present the township has been involved in open space acquisition. As part of this open space acquisition the township purchased the Akelaitis property. In addition the township negotiated for the purchased of the Watkinson farm, although no agreement was ever reached, and the farm was subsequently developed into single family homes. Finally, the master plan notes the Fischer farm for open space preservation.

In the southwest R-1A zone, the Township has preserved the Micek Farm (93 acres),

Thomason (25 acres) property and the Mueller property (5 acres). Lenape park is also located in this area. The southwest area contains significant endangered species habitats of Ranks 3, 4 and 5. The area has been identified as a Natural Heritage Priority Site. It is part of the East Amwell grasslands. It can be seen that recent development has already destroyed a substantial amount of this resource. In addition a large portion of this area is located in an ADA.

### Water Quality

The New Jersey Bureau of Water Monitoring has established a monitoring station on the Neshanic River within the study areas drainage basin. Please note that although the monitoring station is noted as East Amwell, the actual location is in Raritan Township. Station AN0333 shows that the biological condition of the river is moderately impaired. In an effort to minimize the further degradation of the river a reduction in the total amount of hard surface coverage in the area should be considered.

Through a reduction in lot size and lot clustering hard surfaces can be reduced, limiting further run-off. Additionally, the open space areas can be used to provide for further non-structural stormwater management in accordance with the NJDEP's stormwater management regulations.

Further monitoring in the area is conducted by the Bureau of Freshwater and Biological Monitoring. An Index of Biotic Integrity is an index that measures the health of a stream based on multiple attributes of the resident fish assemblage. The 2001 Fish Index of Biotic Integrity Data Summary chart notes that site FIBI023 located on the Neshanic River within the study areas drainage basin indicates that the IBI index is only Fair. Further development in the area will only worsen the existing marginal conditions.

Finally, the streams in the area exhibit pollution in the form of the exceedence of the total maximum daily load of fecal coliform bacteria. A TMDL is the amount of a pollutant that can be accepted by a body of water without causing an exceedence of water quality standards or interfering with the ability to use a water body for one or more of its designated uses.

### Infrastructure

The R-1A zone areas are located outside the public water and sanitary sewer service areas. All development must be serviced by on site wells and septic systems.

The nitrate dilution calculations indicates a recommended minimum lot size of 2.2 to 2.3 acres.

### Summary

An increase in the minimum lot size in the R-1A zone from 80,000 to 100,000 sq. ft. is recommended. There appear to be sufficient environmental, transportation and other existing conditions to warrant the increase of the lot size in the area. The R-1A zone also permits clustering. The minimum clustered lot size is 35,000 sq. ft. with a minimum lot width of 100

ft. Given the increase in home sizes over the past decade it is recommended that the minimum cluster lot size be increased to 40,000 sq. ft and the minimum lot width be increased to 150 ft. As more properties have been developed, the remaining land left open for development is typically impacted by various environmental constraints. Sloped areas, wooded areas, wetlands, wetland transition areas, flood plains as well as areas of natural vistas and natural beauty should be preserved in their undeveloped state as a part of a cluster development. To strengthen this protection clustering should be changed from an option to a mandatory requirement where the Board finds it is appropriate and the soil conditions support the reduced lot sizes.

## 2. Rural Residential – R-1 Zone

No change in the R-1 district is proposed. The six (6) acre minimum size in the R-1 zoning district was established by the Township following an environmental study of the westerly and north westerly portions of the township. The study recommended a change from the minimum lot size of 2.5 acres to 6 acres. The conclusions of the study were partially based on the geology of the area. The area is made up primarily of the Locatong Formation (covered by the R-1 district). The Locatong Formation is a poor source for underground water from wells and a difficult area in which to properly dispose of sewage by septic systems.

In addition to the geological considerations, there are other advantages to the 6 acre minimum lot size of the R-1 zone.

- **Preservation of Woodlands:** While much of the southerly areas of the Township are currently or were formerly devoted to agriculture and were cleared at some time in the past, the area of the R-1 district is heavily wooded. The low density afforded by the 6 acre minimum lot size in the R-1 district aids in the preservation of the existing woodlands.
- **Environmentally Sensitive Areas:** Within the R-1 zoning district is the Croton Swamp, and additional wetlands and flood plain areas. The low density residential development permitted in the R-1 district will aid in the preservation of the wetlands, the wetland transition areas, and flood plains. All of these areas are vital to maintaining a strong ecosystem in this environmentally sensitive area.
- **Rural Character:** The existing development within the R-1 district is low density residential. The 6 acre minimum lot size will preserve this primarily rural environment and will provide sufficient area for farmland assessments of any lot developed.
- **Diversity of Residential Environments:** The R-1 district provides for a diversity of residential living environments within the Township. The Township has provided for townhouses and condominium unit developments, has met its fair share obligation of low and moderate income units via an approved Fair Share Plan (a predominant portion of which is completed) and has provided for moderate density residential development in Planned Residential Developments and other residential areas of the Township. The R-1 zoning district therefore contributes to a community of diverse housing types and land uses.
- **Consistency with the State Plan:** The area within the R-1 zone is completely located within either PA4 (Rural), PA4B (Rural/Environmentally Sensitive), or PA5 (Environmentally Sensitive).

- Preservation of C-1 Waterway: The area contains the Wickecheoke Creek, the Plum Brook and their tributaries. These waterways have been classified as C-1 waterways by the NJDEP

### 3. Expansion of AR-5 Zone.

Block 63.01, Lot 6, 7, 8, 8.01 and 8.02

These properties are located on the north side of Hampton Corner Road adjacent to the Railroad. They are currently farmed fields. The Mavrode Farm located at lots 7, 8 and 8.01 is a commercial farming operation producing high value produce.

Physically, these properties are separated from the surrounding residential areas by a tributary to the Second Neshanic River. This physical separation causes a significant change in existing land use from single family residential to agricultural.



The area is located within an existing Agricultural Development Area. One of the goals of this designation is to preserve existing agriculture in the area.

The area located adjacent to the existing AR zone. It is the goal of the AR zone to preserve farmland, but allow residential development consistent with agriculture.

It is recommended that the land use for this area be changed from the existing R-1A rural residential to Agricultural Residential. R-1A residential permits

residential lots at a density of 1.8 acres per lot. The Agricultural Density is 1 lot per 5 acres with mandatory clustering to aid in the buffering and preservation of agricultural uses.

Should the area be developed under the permitted residential development allowed in the AR zone, the cluster provisions and reduced density would aid in the preservation of the stream corridors and wetland present in the area. In addition if only one of the lots were to be developed the AR zoning would benefit the remaining farmland by providing additional buffering between the residences and the remaining farmland.

The change to AR zoning will aid in the continued preservation of these farms. The expansion of the AR zone will further the goals of the Master Plan by expanding the protection of farmland further into the existing Agricultural Development Areas of the township.

The Township should continue to pursue the preservation of these farms and should consider amending one of the Planning Incentive Grant applications to include this farmland.

### 4. AR-2 Zone

The Goals of the AR-2 Zone are as follows:

- Maintain Rural Character of the Area
- Protect significant environmental resources.
- Protect and improve water quality.
- Reduce potential flooding damage.
- Encourage additional farmland preservation.
- Preserve existing cultural resources.

#### Consistency with the State Plan

The AR-2 Zone would be in keeping with the State Plan. The majority of the area in question is located in the State Planning Area 4, Rural. The State Plan states the following:

“The purpose of this planning area (PA4) is to enhance economic and agricultural viability and rural character by guiding development and redevelopment into Centers. In the Environs, maintain and enhance agricultural uses, and preserve agricultural and other lands to form large contiguous areas and green belts around Centers. Development should use creative land use and design techniques to ensure that it does not conflict with agricultural operations”.



#### Water Quality

The New Jersey Bureau of Water Monitoring has established a monitoring station on the Neshanic River in the study area. Please note that although the monitoring station is noted as East Amwell, the actual location is in Raritan Township. Station AN0333 shows that the biological condition of the river is moderately impaired. In an effort to minimize the further degradation of the river a reduction in the total amount of hard surface coverage in the area should be considered.

Through a reduction in lot size and mandatory lot clustering hard surfaces can be reduced, limiting further run-off. This would provide for dedicated open space/farmland areas while at the same time reducing the amount of roads that would be needed to service any development. Additionally, the open space areas can be used to provide for further non-structural stormwater management in accordance with the NJDEP's stormwater management regulations.

Further monitoring in the area is conducted by the Bureau of Freshwater and Biological Monitoring. An Index of Biotic Integrity is an index that measures the health of a stream based on multiple attributes of the resident fish assemblage. The 2001 Fish Index of Biotic Integrity Data Summary chart notes that site FIBI023 located on the Neshanic River in the Study area indicates that the IBI index is only Fair. Further development in the area will only worsen the existing marginal conditions.

Finally, the streams in the area exhibit pollution in the form of the exceedence of the total maximum daily load of fecal coliform bacteria. A TMDL is the amount of a pollutant that can be accepted by a body of water without causing an exceedence of water quality standards or interfering with the ability to use a water body for one or more of its designated uses.

#### Water Quantity

The area exhibits frequent flooding along Kuhl Road in relation to the Neshanic River. The attached flood plain map shows the extent of the mapped floor plain. In addition, a number of flooding problem areas were identified in the Township's Stormwater Management Plan which include two points along Kuhl Road.

#### Waterways and Wetlands

The area contains a significant amount of streams and wetlands. These tributaries to the Neshanic River have a significant impact on the water quality of the River. The wetlands in the area and the existing vegetation service to provide a natural filtration system for the river. Additional development in the area will likely impact these natural systems and further degrade water quality in the river. As per the NJDEP stormwater management regulations it is much preferred to allow the existing natural systems provide for improvements in water quality rather than have development take place and provide for water quality through structural methods.

#### Soils

The soils map for the area shows two items. First that the area has been classified as having severe limitations for septic systems. Also, the area exhibits a substantial amount of high quality farmland soils.

Nitrate dilution calculations were conducted for the soil types found in the AR-2 zone. The



calculations indicate an acceptable minimum lot size from 1.9 to 2 acres. The AR-2 zone recommends a minimum lot size of 2 acres. The nitrate dilution model is consistent with this recommendation.

#### Other

The area has been identified as a Natural Heritage Priority Site. It is part of the East Amwell grasslands. It can be seen that recent development has already destroyed a substantial amount of this

resource. The remaining area of this resource is entirely concentrated in the study area.

Similarly, the area has been recognized as a habitat for endangered species. Again it can be seen that in the areas of surrounding development that this habitat has been completely removed. Only

through the preservation of substantial areas of land can this habitat be preserved.

#### Infrastructure

The 2001 Master Plan removed many of the circulation plan improvements proposed for the area. Due to the preservation of the Merck property, the County purchase of the Golf Course property and the planned preservation of the majority of farms in the area, the large scale infrastructure improvements proposed were no longer necessary. The existing roadway network is rural in nature. To preserve the rural character of the area and to limit the level of roadway improvements required the lot size should be increased. In addition, the permitted clustering of lots will further reduce the amount of infrastructure required.

The area is currently located in the public water service area. To limit development pressures on less densely populated areas of the township the public water service area should be reduced.

The sanitary sewer service area does not presently include any of the study area. However the RTMUA's waste water management plan denotes the area for non-surface discharge for facilities less than 20,000 gpd. The master plan's utility element recommends the removal of this denotation and denote the area for individual subsurface sewage disposal systems.

#### Surrounding Land Uses/Zoning

The area is comprised of a substantial amount of open space and farmland preserved property. The county golf course is located in the area. Included in the open space is the Copper Hill School site. In addition, the majority of non-preserved properties was listed in the draft open space plan as to be preserved as open space or farmland. A number of farm properties are also in the farmland preservation process (Block 71, Lots 17 and 20, Block 80, Lot 13 and Block 82, Lot 4).

The main use in the area is farmland. Most of the area has been placed into an Agricultural Development Area. Those areas that are not currently in an ADA should be placed into one.

The adjacent zoning in East Amwell Township is currently 10 acres/lot. In addition this area is located within an Agricultural Development Area and many of the farms are preserved.

#### Summary

The recommendation is the creation of a new AR-2 zone that would permit limited single family residential development along with agricultural and agri-business operations. This zone would require mandatory clustering in the same method as the existing AR-5 zone. However, the overall density would be 1 unit/2 Acres. Furthermore, significant buffers should be required adjacent to existing recreation and school uses.

#### 5. Rt. 202 Southwest of Everitts Road

##### Hunterdon Concrete and Muirhead Area

##### Block 86, Lots 3, 8, 26.01, 26.02, and 29, Block 86, Lot 3

This area contains the currently operating Hunterdon Concrete Plant. The site is an industrial site with outside storage and processing operations. The lot is currently zoned B-2 commercial. The B-2 zone

is the highway commercial zone which permits all retail and service uses such as strip malls, shopping centers, banks and fast food restaurants. The current operation of the plant is not a permitted use in the B-2 zone and any expansion of the plant would not be permitted under the existing zoning.

The lot is located on Everitts Road and only has access to Everitts Road. There is no highway access. With the exception of Hunterdon Concrete, Everitts Road is a rural residential road. The site has two residential subdivisions off it, and 4 preserved farms fronting on it. The expansion of the concrete plant would be detrimental to the rural area due to the increased truck traffic. The redevelopment would be detrimental due to the increase in commercial traffic that would be drawn to the area.



The recommendation is to change the land use from highway commercial to agricultural residential. The agricultural residential zoning is consistent with all the remaining property on the west side of the railroad. There would be no impact to the continued operation of the Hunterdon Concrete plant. The plant would continue to be a non-conforming use as it is now. The change would be if the site were to be closed and redeveloped. As it is currently zoned, the plant could be redeveloped into a retail center with access to the rural Everitts Road. With the proposed land use change, the site would only be able to be redeveloped as low density residential in the same character of the surrounding area.

#### 6. Block 86, Lots 8, 26.01, 26.02 and 29

There are a small number of existing residential lots that front along Rt. 202/31 on the west side of the highway. The lots are currently zoned for light commercial. The existing zoning will not allow the expansion of any of the existing residences.

Development of light commercial on these properties would require multiple commercial driveways on this area of the highway. Also, commercial development will also bring lighting and noise concerns into this rural area of the township.

The existing zoning is inconsistent with the current use of the properties and the surrounding land uses in the area. The area is characterized by large tracts of farmland and rural residential development. A change to Agricultural Residential zoning is recommended. This would allow the continued use of the properties as single family residences and allow the owners to expand their residential properties. The residential development is also consistent with the existing residential development located directly across the highway in the Geary's Ridge development.

## **F. Business and Highway Oriented Business**

The Township of Raritan is served by two major state highways, Route 31 and Route 202. It is along these two roads that the main commercial development of the Township has taken place. The forms of business development have been similar to other suburban areas, strip malls, supermarkets and other similar uses. These existing uses serve the residents of the Township, other retail use such as automobile dealerships service a much wider geographic area, while gasoline stations and fast food restaurants serve the traveling public.

A greater emphasis should be placed on making existing and future commercial developments more pedestrian friendly. Additionally, the aesthetic considerations of the form of development should be considered. The expanse of parking lots that come with strip mall development should be offset with increased landscaping and screening to maintain a streetscape that is compatible with surrounding developments. Increased architectural detailing should be provided on large developments, and signs should be kept to a minimum and should reflect the character of surrounding development. Where possible, signs should be combined. Additionally, internal parking lot and roadway connections should be provided between adjacent commercial developments to ease traffic pressures on surrounding roadways.

As part of the master plan specific areas of the township were examined for inclusion within business zones or low intensity highway commercial category. The following are the areas examined and conclusions reached in the 2001 Master Plan that were not implemented. The changes continue to be recommended in the Master Plan:

- Block 80, Lots 7, 19, 20, 21, and 22 is to be placed in the Low Intensity Highway Commercial Category.
- Block 85, Lots 19, 24, 25, 26 and 42. These lots fronting Route 202 are recommended to be placed in the Low Intensity Highway Commercial category.

### **1. Route 202 Light Commercial Land Use**

**Block 36, Lots 50, 51, 52, 58, 59, 59.01, and 60**

**Block 36.01, Lot 72**

**Block 40, Lots 6, 6.01, 7, 8, 8.01, 9, 11, 12, 13, 14, 15 and 20**

Generally this is an area along Route 202 between Greenwood Place and Barley Sheaf Road, on both sides of Rt. 202. The area is made up of a number of older residential uses, a church, two older motels and a number of lower intensity commercial uses. Recent development in the area has been limited to the small commercial center adjacent to Greenwood Place, and the Storage facility next to Ridge Road. The recent development has generally been of a low intensity.

The study area is zoned B-3 community commercial and O-2 business office. The B-3 zone permits a wide variety of commercial uses including retail, restaurant and hotel uses at a high level of intensity (55% lot coverage is allowed). The O-2 zone is designed for large scale office development and permits high floor area ratios and hard surface coverage (45%). Both forms of development are not consistent with the existing development in the area. The market for the development permitted in the

O-2 zone is very limited leading property owners to request variances for the use of their properties. Already two use variances have been approved in the O-2 zone in this study area.

The area on the north side of Rt. 202 is surrounded by residential developments on Greenwood Place, Millbrook Rd., and Ridge Road. Additional age restricted residential development is proposed on the large tract off Case Blvd. The area on the south side of Rt. 202 is also located adjacent to the Woodside Farms development. Particularly on the north side of Rt. 202, the configuration of the lots has lead to conflicts with neighboring residential developments when commercial developments have been constructed. To limit the further impacts to the surrounding residential developments, the permitted development levels within the area should be reduced.

The installation of the Case Blvd intersection at Rt. 202 will place additional development pressure on these lots to develop at the maximum level permitted. Given the large number of lots and the limited marketability of the O-2 zoning, it is likely that increased pressure for changes to permit strip type retail development will be placed on the area. In addition there are a number of larger lots that could be combined to form a large retail development. In an effort to curtail the spread of large scale and sprawl type retail development, and to encourage a variety of land uses along the highway a low intensity highway commercial zone is proposed. This would allow a mixture of commercial, office and service uses at a low density on smaller lots with a lower hard surface coverage, and lower FAR than is generally permitted in the highway commercial zone. This zone would be consistent with the existing B-5 low intensity commercial zone (attached), however, some modifications should be made to the zone to permit a wider variety of uses and the continued use of existing residences.

Property in the northwest quadrant of the Route 31 and Sand Hill Road intersection (between Route 31 and Congregation Bet Tikva property) was proposed in the 2001 Master Plan for office use, this recommendation remains. A variance has been granted for medical office use of this property.

## 2. Block 8, Lots 8.38, 10, 11, 12, 13, 14, 15, 20, 21, 22, 23, 24, 25, 29

This area is currently zoned R-3 single family residential. The area is characterized by small substandard residences. An existing gas station exists across from Prestige Plaza, and two new offices have recently been approved via a use variance to the northern end of the study area.

Given the frontage on Rt. 31 the current zoning of R-3 residential is no longer appropriate. It is evident from the recent office approvals and construction that these types of lower intensity professional office uses are appropriate for the area. Additional lower intensity retail or service uses may be permitted. However, given the close proximity of the school and other residences care must be taken to limit the intensity, type of use, preclude outside storage or operations, and limit the hours of operation of any permitted non-residential uses.

An additional concern is the small size of the existing lots in the area. The development of these lots individually would have a negative impact due to the large number of driveways, and the likelihood that any non-residential development would overwhelm these small lots. Therefore the minimum lot size should be set at a minimum of two acres to provide for some area for buffering and storm water management purposes. This will also serve to require the combining of lots in the area, thereby

reducing the number of driveways. This zone would be consistent with the existing B-5 low intensity commercial zone, however, some modifications should be made to the zone to limit the variety of uses and allow the continued use of existing residences.

### 3. Commercial Recreational Zone

#### Block 36.01, lot 17

#### Block 37, Lot 3.01 and 3.02

#### Block 36.01, Lot 17 (Aspen Ice)

This site is currently zoned I-1 Light Industrial. Indoor commercial recreation is a permitted use in the zone. The site was rezoned light industrial in part to allow the redevelopment of the tennis center into a manufacturing site which never occurred. The site was subsequently redeveloped into the current recreational use.

When the total proposed land use changes in the area are taken into context, the current light industrial zoning of the property will no longer be consistent with the surrounding area. The existing recreational use is compatible, but the existing zoning allows for a conversion of all or part of the building into light industrial uses which would not be consistent with the (proposed) surrounding land uses.

A request was submitted to expand the land use category onto an adjacent property. The expansion of the land use is consistent with the surrounding area. However, the extent of the expansion cannot be quantified at this time. Therefore the land use will be limited to Block 36.01, Lot 17 until such time that a plan is submitted to clearly delineate the extent of such expansion.

#### Block 37, Lot 3.01 and 3.02 (Northlandz)

This is an indoor and outdoor recreational attraction. The site is currently located in the O-2 Business office zone. The use is not a permitted use and was approved by the Board of Adjustment under a use variance.

The existing use is a good transitional use from the highway to the historic district area. However, the existing zoning would permit high intensity office uses, and its location and layout on the highway may lead to variance applications to turn the site into a retail center. Both of these options would not be positive in terms of impacts to the surrounding land uses.

### Recreational Zoning

The recommended solution for both of these sites is to develop a new Commercial Recreational land use category. This land use would permit indoor and outdoor recreational facilities and their accessory uses as well as limited service uses. The use of a commercial recreational zone in conjunction with the Main Street of Flemington, the South Branch of the Raritan River, the Historic District and other open space in the area may lead to the fostering of increased tourism.

### 4. Block 9, Lots 8, 9, 10, 11, 12, 13, 14, 14.01, 15, 16, 17, 17.01, 19, 23 and 23.01

All of the properties in question are currently located in the I-2 zone, which is a major industrial zone.

The proposal is to permit commercial development including a restaurant, coffee shop, COAH housing, and additional retail space. The applicant's master plan expansion in the area could possibly include uses permitted under the current zoning such as a bank, childcare center and additional indoor recreational areas. The applicant advises that the only expansion under serious consideration is the child day care center. It should be noted that the Prestige Plaza, Healthquest Pool, Outdoor Play Fields and the Baseball field developments were approved under use variances from the Board of Adjustment.

From Bartles Corner northward to the Prestige Plaza shopping center the area has developed into a recreational/service/retail oriented zone. Uses include a gas station, the indoor/outdoor baseball facility, Healthquest and its pool, outdoor play fields, some existing residences, a small retail space, and the larger Prestige Plaza shopping center.

In 1989 the Board of Adjustment first granted the use variance for the retail center, which is known as Raritan Village Shopping Center/Prestige Plaza (lot 23).

Lot 17.01 currently contains the Cust baseball facility with the dome in the winter months. The Board of Adjustment first approved this as an outdoor commercial recreation facility in 1999.

Lot 16 contains the Healthquest commercial recreation facility, which was first approved by the Planning Board in 1999. There have been several subsequent applications for modifications approved by the Planning Board and Board of Adjustment since that time. The Board of Adjustment approved some outdoor recreation facilities including an outdoor playing field and swimming pool. The early approvals for Healthquest required the owners to provide an access road across lot 7 (now part of lot 16) to tie into the shopping center so the Healthquest clients can have access to the signalized intersection on Route 31. Also, the approvals required a connection to Bartles Corner Road that is via a roadway having a one-lane bridge thereby restricting the capacity.

The conditions of the prior use variance approval for the retail center permitted an "up-scale" "neighborhood" shopping center and restricted the uses that would be permitted. It is not to be a "regional" or "discount" center, adult bookstores or the like, fast food restaurants, and outdoor video or vending machines are prohibited. The operation of the center is regulated by the variance and the site still remains located in the I-2 zone.

There has been a move to consolidate the small parcels in between Healthquest and Prestige Plaza. Although at the present time there are still a small number under separate ownership, over time it is likely that the area will be developed as one interconnected site.

The area is located in State Planning Area 3, and is located in both the Public Water and Public Sanitary Sewer Service area.

#### Concept Plan

A plan that was submitted for the use variance application includes additional athletic fields, 35

residential units, 13,200 square feet retail (10,000 square feet to relocate the liquor store already existing in the center), a 256 seat Charlie Brown's Restaurant and a Starbucks fast food/coffee shop with drive-thru window service. The applicant's overall master plan for the area as shown on the plan could include a new indoor recreation building, daycare building and new bank building, which are, permitted uses.

#### Affordable Housing

The 32 residential units include 16 COAH units and 16 non-COAH units (to be reserved for employees of the neighboring development). Any excess COAH units proposed are to be sold to other developers to meet their affordable housing obligations. None of the excess units are proposed to help satisfy the existing affordable housing obligation of the township.

#### Circulation

A master plan road should be placed on the circulation plan similar to the road constructed behind BJ's directly connecting from Bartles Corner Road to the Prestige Plaza development with the rear connection being an interim solution. An ultimate solution would be a direct parallel connection through the middle of the remaining lots. Any site plan should reflect this direct connection in the design. Also, a connection with the proposed future South Branch Parkway must be shown.

#### Summary

The development that has occurred has been a positive addition to the Township. The proposed development appears to be a continuation of this trend. It is obvious from the continued approval of use variances in the area that the current zoning is no longer consistent with the land use patterns in the area and a change in zoning is warranted. However, the permitted uses should be limited respecting the limitations of the sewerage, and transportation. A wholesale change to permit large scale retail development is not appropriate. The positive type of development in the area comes from the different and varying land uses that have occurred to date. Permitting the development of large-scale retail development would create additional traffic problems in the area and make the area indistinguishable from other retail areas of the Township.

#### Recreational Overlay Zoning

The recommended solution for the Healthquest Area is to develop a new Commercial Recreational land use category. This land use would permit indoor and outdoor recreational facilities and their accessory uses as well as limited service and retail uses. The land use category is recommended to be implemented through the use of an overlay zone. The existing I-2 zoning would remain in place, however, the land owners may elect to use the new zoning provided they meet the requirements of the zone.

#### 5. Voorhees Corner Road and Case Blvd. Block 40, Lot 5

An 87 acre parcel that is located on Voorhees Corner Road, Case Blvd and Rt. 202 North. The site surrounds, and was once part of, the Case Middle School property. The lot is located in the sanitary sewer and public water service area. The site holds no sewer service capacity. The lot is currently

zoned O-2 office that permits offices and industrial uses on lots greater than 25 acres. The site is split into three main parts by small stream and wetland areas. The area on the west side of the stream adjacent to US Bronze has some soil contamination and is the probable alignment of the South Branch Parkway.

The area adjacent to the Case Middle School should not be permitted to be developed into industrial and/or office uses. Extensive buffer requirements should be implemented adjacent to the school.

#### 6. South Main Street

As noted in the 2002 Master Plan Amendment a change from Residential to Transitional Residential-Commercial is recommended for South Main Street. The following is an excerpt from that previous amendment:

The character of South Main Street is changing. Current and future traffic levels make the development of new residential properties unlikely. To provide additional avenues for the use of these properties a land use category that allows the continued use and expansion of these residences while permitting the development of lower intensity uses that will not negatively effect those remaining residences and will not stand out from the existing residential character and scale of the study area should be considered. Uses that could be considered include child care, professional offices, low intensity service and retail uses, public uses, and houses of worship. Impervious surface coverage, hours of operation, lighting, and developable floor area should be limited. Site plan standards should be developed which require any new construction or conversion of any existing residential building to maintain the scale and residential character of the area.

Any changes from residential zoning should be done with care to protect the existing residential neighborhoods in the area. Noise, glare, run off and visual impact should be kept to a minimum to protect these residential neighborhoods.

#### 7. Block 16, Lot 16.04

The property is currently zoned I-2 industrial. The recreation element of this master plan recognizes the site for potential active recreation and open space preservation. A concept plan was submitted for a commercial outdoor recreation center containing 6 lit baseball fields, parking and some accessory structures. This use is consistent with the intent of the area. The recommendation is that the land use plan note the area for outdoor commercial recreation and that the uses be limited to outdoor commercial recreation with only a limited amount of accessory structures be permitted. Lighting of the fields can be permitted as the surrounding area is zoned primarily industrial. Furthermore, as parking usage is likely to be seasonal in nature, lower impact pervious materials should be used to the maximum extent feasible for some of the parking areas. Finally, it should be noted that a planned realignment of River Road that the county is undertaking will isolate an approximately 5 acre area of

this property. This area should remain under the I-2 zoning as it is located adjacent to the railroad.

## **G. Industrial**

The existing forms of development that have been occurring within the Industrial zones are flex space and office type developments on small lots. Given this type of development, it is proposed that the I-1 and I-2 zones be combined into one industrial zoning district that permits development on 2 acre or larger lots when serviced by public sanitary sewer and public water. Furthermore, trucking terminals should be deleted as a principal permitted use, however, such use would remain as an accessory use to a principal permitted use.

### **1. Part of Block 63.01, Lot 5**

This property is located on Johanna Farms Road in the vicinity of the Johanna Foods Plant. The lot is 151 acres in area. The lot is currently split zoned. The northern 2/3<sup>rd</sup> of the lot is zoned I-1, Light Industrial. The southern 1/3<sup>rd</sup> of the lot is zoned R-1A low density residential. The southern residential area is outside the sanitary sewer service area.

The southern residential area has preliminary approval for an 11 lot single-family residential subdivision with access from Johanna Farms Road through the industrial portion of the lot. The residential subdivision was designed to minimize the impact of the industrial zoning on the single-family residences. The lot contains a number of wetland areas that physically separate the northern portion of the lot into two distinct areas. The single family zoned area is separated from the northern two third's of the lot by the Buckeye Pipeline easement. The southern area of the lot contains a tributary of the 2<sup>nd</sup> Neshanic that limits further access to the south.

The site is located in the public water service area, and the northern portion of the lot is located in the sanitary sewer service area. Both utilities are located immediately adjacent to the site. However, the site holds no sewer capacity.

The site was reviewed for a potential change to age restricted zoning. However, the site is located immediately adjacent to the Johanna Foods plant. As was seen with the existing Raritan Meadows single-family development on the northern side of the Johanna Foods plant, increased residential development adjacent to the plant can limit the plant's ability to expand and ultimately affect the viability of it. Furthermore, the Township Committee has implemented a right to non-residential use ordinance and buffer standards to protect the intrusion of residential uses on industrial uses. Finally, the proposed changes to the industrial areas contained within this master plan leaves little significant tracts of land for future development of industrial land. Therefore it is recommended that this tract remain industrial

## **H. Age Restricted Residential**

There are currently two age restricted zoning districts within the Township. The R-9 district permits single family detached dwellings on lots of 6,600 sq. ft., and assisted living facilities, age restricted to persons 55 or older. The R-8 district permits condominium units and single family dwellings on lots of 4,000 sq. ft., age restricted to persons 55 or older. The R-9 district is currently located at Block 53, Lot 1 on the Route 12/Dvoor Circle. The R-8 District is located on Reaville Road on Block 71, Lots 26, 27, 28 and Block 72, Lots 9 and 10.

A thorough review of a number of sites took place. There were concerns regarding the over supply of age restricted units in the township, sewer capacity issues, and school capacity issues related to required affordable housing. Given these issues along with site specific issues the following sites are recommend to be changed to permit age restricted housing:

#### 1. Age Restricted Zoning

##### FBS Partners

##### Block 71, Lot 21

##### Block 71.02, Lot 21

These two properties are located on Hart Blvd and Commerce Street. They were created when the lot for the Home Depot was subdivided and Commerce Street and Hart Blvd extended. The lots are currently zoned B-2 commercial. They contain a significant amount of wetlands that physically separates the lots from the commercial development found on Cinema Plaza and Home Depot. Block 71.01, Lot 21 is a long lot that stretches from Commerce Street to Bristol Avenue. There are two distinct developable areas on Block 71.01, Lot 21. The first is on the south side along Hart Blvd and the second is on the corner of Bristol and Commerce. A large wetland area separates the two areas.

The areas on Hart Blvd. are located directly adjacent to single family homes in the Flemington South development. A power line easement is located on the common property line. A buffer has been planted in the area. However, due to the power lines in the area the height of the buffer is limited and the existing plantings could be trimmed and/or ultimately removed.

The current zoning on the lots permits any type of highway commercial development. This form of development would more than likely have a large negative impact on the neighboring single-family residences. A transitional low impact land use is necessary.

After discussions with the property owner, it is proposed that a medium density age restricted residential development be considered. Public sanitary sewer and public water service the property. The site also holds adequate sewer capacity to permit development of the site as age restricted zoning at a density of 2.5 units/acre with the small area on the corner of Bristol and Commerce remaining as B-2 commercial. Given the extent of the wetlands I would recommend that no actual zoning take place until a concept plan is submitted. This will allow the Board to further refine the location of the zone boundary line, as the location of that line will affect the development potential of each area

It is the purpose of this zone to assist in the development of affordable housing. Therefore these overlay zones will be required to supply affordable housing at a ratio of 20%. These affordable units will be in the form on non-age restricted units, and may be located on or off site.

Existing regulations address the need for buffers between differing land uses. However, the change in zoning of the FBS site should not penalize the adjacent Cinema Plaza site by requiring increased buffering.

## 2. Assisted Living – Hunterdon Care Center Block 16, Lots 14.01, 14.02 and 14.05

Lots 14.01 and 14.05 are currently developed as the Hunterdon Convalescent Center and the Hunterdon Care Center. Lot 14.02 is currently vacant, but is owned by the Hunterdon Care Center. The area is currently zoned I-2 major industrial. The I-2 zone permits nursing homes, but does not permit any other form of assisted living facilities. The Hunterdon Care Center is there by use variance approval by the Board of Adjustment.

The site is located in close proximity to the Hunterdon Medical Center and surrounding medical offices. A CVS pharmacy, BJ's and a bank are also in close proximity to the site.

It is proposed to allow lot 14.02 to develop into an independent living facility. This facility would be limited to persons 62 or older. The residences would be individual apartments and bungalows containing all their own facilities including kitchens. There would be on-site services to assist the residents. This would differ from an age restricted development where there are no on site services for the residents.

Overall it is clear that a change in land use is warranted. The area is already largely developed for assisted living facilities. Its location in the area of the medical center is high suited to this use, and the use has a positive impact on the Township. A density appropriate for the expected use without permitting overdevelopment of the site is recommended.

## 3. Linque – Case Blvd, Block 36, Lots 15, 16, 17, and 18

The area is located on Case Blvd, Pennsylvania Avenue, and Millbrook Road. The parcels total approximately 109 acres in area. It is currently zoned I-1 light industrial. The main lot (17) is a former farm. The remaining lots are single family residences. To the south of the site is the Millbrook Road residential area. There is also the rear of three commercial lots located on Route 202 and the rear of two residential lots on Greenbrook Place. To the west is the rear of an Industrial lot, and the Township Public Works Site. These areas are physically separated from the site by a tributary to the Bushkill Creek. Of note is that to the rear of the Public Works facility is the former Township Landfill. There is also a significant grade change between these two areas (the landfill sits higher).

The site is located in the public water and sewer service areas. Both utilities are located immediately adjacent to the site. However, the site holds no sewer capacity. The owners of this property also own the former Lipton plant. The Lipton plant holds approximately 290,000 gpd of excess sewer capacity.

Current RTMUA regulations do not allow the transfer of that capacity from the Lipton plant to another site directly. However, discussions could be held with the RTMUA to redraft how that capacity could be allocated if it was returned to the RTMUA.

The property can be used as a transitional land use between the more intensive non-residential uses on Pennsylvania Avenue and the residential uses on Millbrook Rd. and Greenwood Place. However, care must be taken to provide significant buffers between the existing Township Public Works site and future development. A greenbelt should be provided along the property line adjacent to the public works site. Pennsylvania Avenue and the Bushkill Creek help to further buffer the area from the adjacent industrial uses that front on River Road.

An age restricted development at an overall density of 2.5 units/acre is proposed. This will provide for adequate on site open space and the necessary buffer areas between the non-residential land uses. Non-contiguous off site open space shall be provided at a level to be determined after discussions with the Township Open Space Committee. This land use will allow an efficient use of the existing resources of the Township including the limited school and sewer capacities, and limit the negative impact to the already burdened traffic network.

Any development of the site should be in such a way as to encourage pedestrian access within the site. In addition, vehicular connections to adjacent properties should be encouraged. Consistency with the circulation plan will be important. If direct access to the proposed parkway and Rt. 202 can be provided this would be beneficial to the overall transportation network.

As noted previously non-age restricted affordable housing is proposed at a ratio of 20%. This may be supplied on or off site. An opportunity exists, given the sewer capacity the land owners control, to partner with the affordable housing developer that is proposing a development on Junction Road. It would certainly be beneficial to all involved if it could be arranged for this affordable housing required for this site to be constructed by the Junction Road developer. Arrangements either financial or sewer capacity related would have to be worked out between the developers and authorized by the Township and/or RTMUA. However, I can see no reason why this could not be an effective way to comply with the affordable housing responsibilities for this site.

#### 4. Yale – Garden Commercial Properties - Block 16.02 (all lots)

This area is located on Rt. 31 north in between new and old Junction Road. The largest lot is occupied by the former Yale plant. The complex is currently used as limited warehouse space and parking for the High School. The lot is 44.81 acres in area. There are 7 additional lots of varying size from .25 to .93 acres that front on Rt. 31 north. The majority of these lots are residences with the exception of lot 42 which is a lawyers office. The area is currently zoned I-2, major industrial. The lot contains a limited number of wetland areas. To the north of the site is the approved Raritan Square commercial development, to the south is the Hunterdon Central High School.

The location of the site between the High School and Raritan Town Square provide the opportunity to utilize the area for a transitional land use between these two significant land uses. The redevelopment

of the site or the full re-use of the existing factory as a heavy industrial use is no longer consistent with the surrounding land uses. Even the conversion of the area into an industrial park would be in consistent with the pattern of surrounding uses. A mixed use plan that helps ~~to tie~~ the High School and the Raritan Town Square areas **work** together would be preferred. However, due to the affordable housing requirements and the existing infrastructure limitations, a mixed use age restricted development is recommended.

The site is located in the public water and sewer service areas. Both utilities are located immediately adjacent to the site.

The Raritan Town Square development contained the provision of a realignment of Old Junction Road to intersect with main Rt. 523 driveway for the commercial center. This is located where the old entrance to the fairgrounds is on Rt. 523. As part of any rezoning, the relocation of old Junction Road and the alignment with the Raritan Town Square development should be a condition. The installation of a roundabout should also be considered for the intersection. The existing intersection is particularly bad during the early morning hours due to the high school. A controlled intersection in this location would also facilitate pedestrian crossing and provide pedestrian connections from this site and the High School.

The existence of the Raritan Town Square development is beneficial in this case as it provides necessary services within walking distance. To encourage pedestrian activity the area of Junction Road in between these two areas should be designed to be as pedestrian friendly as possible. Additional care should be given so that the two sites might be tied together better. In addition, the design should also take into account the presence of the High School. The site should not be laid out as an isolated development protected from its surroundings, but should instead help to improve its surroundings and be incorporated into them. In addition, a small commercial area incorporated into the development should be provided. This would further aid in the connection of the site to the Town Square site and also provide a mixture of uses that would give the site additional appeal. A central square concept with residential uses on the second floors should be considered.

A mixed use age restricted development at an overall density of 2.5 units/acre is proposed. No single family detached units should be permitted, along with higher open space set asides. This will provide for a diversity of age restricted housing types differing from the other age restricted development proposed. It will also be consistent with the surrounding area that has developed at a significantly higher density than the other areas under review. The density and limitation of development types will provide for adequate on site open space and the necessary buffer areas between the non-residential land uses. The only non-age restricted units proposed at this time would be those that meet COAH requirements.

This land use will allow an efficient use of the existing resources of the Township including the limited school and sewer capacities. The traffic improvements proposed to be included with this area and the land use type will aid in limiting the negative impact to the already burdened traffic network.

## **I. Government, Semi-Public and Public**

This land use category includes hospitals, schools, places of worship, cemeteries, and government facilities. Permitted uses should be expanded to include non-profit offices, non-profit services, farmer's markets, and farm cooperatives.

#### 1. Dvoor Circle Public Uses

- Block 45, Lot 8: Robert Hunter School. Currently zoned and noted as a Public use. This would remain.
- Block 48, Lot 1: Private Residence. Currently noted as low density residential and zoned R-3 residential. This site could eventually be incorporated into the municipal complex and should be changed to a Public use to permit public and institutional uses on the site that are more in keeping with the adjacent municipal site and its location on Route 12. The change would permit the continued use as a residence.
- Block 48, Lot 2: Municipal Complex. Currently zoned and noted as a Public use. This would remain.
- Block 49, Lot 2: Dvoor Farm owned by Hunterdon Land Trust Alliance. Currently noted as low density residential and zoned R-3 residential. A change to Public will allow the Land Trust to use the site for institutional uses.
- Block 49, Lot 2.01: Minebrook Park. Currently noted as low density residential and zoned R-3 residential. This site should be placed in the Public land use category and zone.
- Block 49, lot 2.02: P/o Dvoor Farm owned by Hunterdon Land Trust Alliance. Currently noted as low density residential and zoned R-3 residential. A change to Public will allow the Land Trust to use the site for institutional uses.
- Block 49, lot 4: Owned by St. Magdalens Church. This lot is compromised by the likely location of mine shafts on the site. Currently Zoned R-3 single family residential. Historically this was the site of a number of mine shafts. It would not be a good scenario for this property to be sold individually and developed as a single family home due to the history of mining on the site. A change to Public use would allow the future use of the property for a church or other institutional use where there is more control over the development of the site, but would prevent the development of a single family home on the lot where there is little to no control over the development.
- Block 52, Lot 1: Open Space owned by the Township. Currently noted as office and zoned O-1. This site should be placed in the Public land use category and zone.
- Block 52, Lot 1.01. Private Residence. Currently noted as office and zoned O-1. The lot contains a single residence. It should be changed to low density residential and rezoned to R-3 to permit the continued use of the lot as a residence. Due to the extensive wetlands and floodplain on this lot, it is unlikely that this would allow any further subdivision.
- Block 53.01, Lot 1.58. Open space owned by the Township. Currently noted as age restricted residential and zoned R-9. This site should be placed in the Public land use category and zone.

#### Green Valley Associates and Former Merck Property

Block 75, Lots 4 and 7 are currently owned by the State of New Jersey.

Block 75, Lot 8 is owned by Hunterdon County

Block 75, Lot 7.01 is owned by the Township.

All of these properties were part of the land donated by Merck. The existing land use plan denotes these properties are low density residential. They are currently zoned R-3. The denotation should be changed to open space and they should be rezoned to allow recreational and open space uses.

Block 75.04 Lots 1 and 2 are located on Hillsborough Road adjacent to the South Branch of the Raritan River and are owned by the State and the County. The existing land use plan denotes these properties are low density residential. They are currently zoned R-3. They should be denoted as open space on the land use plan and rezoned to allow recreational and open space uses.

Block 74, Lot 2 is located adjacent to the RTMUA on Dory Dilts and Old York Roads. The property was jointly purchased by the County and the Township. No use beyond preservation of the property has been proposed. The existing land use plan denotes the property for Office uses. The site is currently zoned O-2 office. The property should be denoted on the land use plan as open space and rezoned to allow recreational and open space uses.

Block 27, Lots 1, 1.01, 2: These three residential lots should be added to the public zone that covers the Hunterdon Central High School. This would permit the continued occupation of the residences, but would permit the conversion of them, or the use of the land in conjunction with the school in the future.

## **J. Historic**

### **1. Reaville Historic District**

The hamlet of Reaville is located in the southeastern portion of the Township at the intersection of Barley Sheaf, Old York and Amwell Roads. The hamlet was placed on the National Register of Historical Places in 2002. The area is characterized by a number of historic structures. The land uses are primarily residential, with a small commercial use and the Church. The area is currently zoned for R-4 residential. The existing zoning calls for 40,000 sq. ft. lots with 175 ft. lot width and 50 ft. front setbacks. There is also a small area zoned for B-1 Neighborhood Business which permits small commercial uses. Again the setbacks are suburban in nature with large 50 ft. front setbacks.

The existing zoning bulk criteria are inconsistent with the historical nature of the area. A change in land use to permit more historically appropriate development is recommended. Front setbacks should be reduced to 25 ft. and side setbacks should be reduced to a minimum of 15 ft. Any parking areas should be required to be located behind the principal structures, and architectural standards should be considered. Additional subdivision of lots should be discouraged by leaving the minimum residential lot size at 40,000 sq. ft.



Light commercial, assembly, entertainment and office uses should be permitted as might be found in a traditional small hamlet.

## 2. South Branch Historic District (Land Use)

Block 27, Lots 26, 27, 29, 30, 40

Block 28, Lots 7, 29, 43

Block 36.01, Lots 19, 20, 21, 22

Block 37, Lots 1 and 2

Two areas are proposed to be designated as the South Branch Historic District Land Use. They are proposed to be connected by a further area designated as open space. The area is located entirely within the South Branch National Register Historic District.

The open space area is from Rockafellow's Mill Road north along River Road and is made up of the small River frontage lots. All but one of the lots is undeveloped. The one developed lot is a house located on the corner of River Rd. and Rockafellow's Mill Road. It is located within the floodplain area.

The northern portion of the area is located on River Rd. and Junction Rd. The area contains a number of historic structures. The area is generally residential in nature. However a few industrial uses have developed in the surrounding area. Recently Block 27, Lot 40 was approved for a small historical archive facility. The area is located in the sewer service and public water service area. The area on the west side of River Road is currently zoned I-2 major industrial with the east side zoned single family residential.



The southern portion of the area is located on River Road. The area contains a number of historic structures. The area is generally residential in nature. However a few commercial uses have developed in the surrounding area. The area is located within the sewer service and public water service areas. However, the proposed utility plan will recommend the removal of this area from the sewer service area. The largest and most developable lot (B 36.01/ L22) has no sewer capacity. The area is currently zoned O-2 office.

The recommended solution for both of these areas is to develop a new South Branch Historic District Land Use. This land use would permit a limited variety of low intensity office, service, and residential uses. These uses would be consistent with the overall historical uses within the area. They would also be compatible with the variety of land uses surrounding the area, while maintaining the historical character of the area.

The variety of uses would function well with the proposed commercial recreational zone in the southern area and would transition well with the surrounding industrial and residential areas to the north of the land use area. The existing lot sizes throughout the zone are quite large, and any new lots to be created should follow this standard. Furthermore, any development would have to provide for through roadways and multiple land uses as is consistent throughout the area. Any zoning ordinance for this land use category should be developed in conjunction with design guidelines. Finally, an expansion of the adjacent Agricultural Development Areas currently located in Readington is recommended to cover this area. This would allow the few remaining farms in the area to pursue farmland preservation applications that would be of a great benefit to preserving the character of the area.

# Landmark Preservation

## **I. Historic Sites Survey**

In 1985 the Township undertook a Historical Site Survey of the Township of Raritan. The report was prepared by Dennis Bertland and Associates in consultation with the Township and other residents and officials within the Township

The survey report listed 163 sites throughout the Township. Each site was evaluated for its eligibility for the National Register. Each structure was reviewed using the New Jersey Office of Heritage forms. The final report is on file at the Planning and Zoning office of the Township.



The report recognized 29 landmarks as eligible for the National Register. Of these, 15 of the landmarks are grouped in the Flemington Junction area. The attached map indicates the location of these sites.

## **II. South Branch Historic District**

The Historic Preservation Committee established the South Branch Historic District within the Township. The attached map indicates the scope of the established district.

## **III. Local Historians Committee**

In 1999 the Township established a Local Historians Committee to provide for the preservation of the Township's heritage. The committee has the following powers, duties, and responsibilities:

- To compile and update the inventory for historic structures,
- To implement educational programs, and
- To recommend and assist in projects of commemoration.

## **IV. Reaville Historic District**

It is recommended that a new historic district be created in the Reaville area. The area contains a small number of historic structures, however the structures are located in an area that provides a significance above and beyond the individual structures. East Amwell recently established a Historic Preservation District in the portion of the Reaville area located in East Amwell Township. The attached map indicating the possible boundaries of the proposed district.

## **V. Klinesville Historic District (Proposed)**



This area has been considered as an intact area for a long time, as stated in the Hunterdon County Master Plans "Sites of Historic Interest", published in Nov. 1979. Although small in actual dimension, Klinesville is very recognizable because of the intersection of Thatcher's Hill and Klinesville/Sand hill Roads. The structures are distinctive, enveloping, and a sense of place occurs by being there. We feel that the contiguous fields of the Ewing farm should also be included in the district. They have always been a part of the tract (part of Miller Kline's property) and add immensely to the nature of the district. This field was also the vantage point that many came to on 9/11.

## **VII. Old Clinton Road Historic Byway**

This winding canopied country road leads the traveler through one of the most beautiful parts of the Township. It is taken for granted because of the volume of local traffic and the speed of many of the drivers. But on a Saturday morning a drive on the road is equivalent to a drive in Vermont. The many remaining historic structures are the road are very visible, and set the tone for the winding road. The road was an early farm road, parts of it built by the county, especially the area from the Century Schoolhouse north towards the South Branch. The road connected the local farms to the mills that lined the river, eventually to the towns of Flemington and Clinton. We see the road not as a defined place, but as a historic corridor that makes the traveler aware of a slower time, and with the natural beauty that abounds, gives a pleasant experience to all. This "historic byway" could eventually be extended to other contiguous municipalities as Old Clinton Rd. meanders through Franklin, Readington, and Clinton Townships. before reaching Clinton.



## **VIII. Conclusions**

The Township should look toward the past in planning the future. The preservation of historic structures needs to continue. However, the preservation of individual structures will not preserve the past. Only the preservation of structures in the context of the past have the effect of preserving and educating. The preservation of the Reaville Historic District will continue to foster preservation efforts undertaken by the Township. The continued educational and preservation efforts undertaken by the Historians Committee will enhance the historic preservation efforts of the Township.

At the present time the Township should not consider the expansion of the Historic Preservation Committee to a full Commission as permitted under the Municipal Land Use Law. Although the MLUL gives specific powers to a Historic Preservation Commission, it also puts legal and administrative requirements on the Commission that the Township should strongly consider prior to the institution of a full commission.

## Planning Coordination

### **I. State Plan**

In accordance with the State Development and Redevelopment Plan the four planning area designations have been assigned to the Township. These designations are: Fringe Planning Area (PA3), Rural Planning Area (PA4), Rural/Environmentally Sensitive Planning Area (PA4B), and Environmentally Sensitive Planning Area (PA5). The attached map indicates the location of each planning area.

The Fringe Planning Area is defined as a predominantly rural landscape containing scattered communities and development. Farming activity may still be active in this area. Infrastructure consists of rural two lane roads and on site well and septic systems. Any new infrastructure should be provided by private developers. Growth in PA3 is encouraged to be directed towards existing centers. Agriculture, recreation, historic preservation and natural resource conservation are major policy objectives of the Fringe Planning Area.

The Rural Planning Area consists mostly of viable agricultural lands. Active farms dominate this area. Future development is encouraged to support agricultural uses in PA4 rather than conflict with existing centers. Transfer of development rights are encouraged in PA4 with new infrastructure to be provided in the development centers only. The Rural/Environmentally Sensitive Planning Area has these same characteristic as plus the characteristics of the Environmentally Sensitive Planning Area.

The Environmentally Sensitive Planning Area is either undeveloped or rural land areas containing valuable ecosystems and wildlife habitats. Commercial and residential development has occurred in centers within these areas, linked by rural road systems. Environmentally significant areas are intended to be protected from new development by directing growth to established centers. The preservation of open space and natural resources are the primary objectives of PA5.

The State, County, and Township have cooperated through the cross-acceptance process. Changes proposed to the existing state plan are indicated on the attached map. The Township supports the proposed changes. Minor revisions were suggested by the State and the township has no objections to these changes.

### **Surrounding Municipalities**

Raritan Township is bordered by five Hunterdon County Municipalities. They are Clinton Township, Readington Township, East Amwell Township, Delaware Township, and Franklin Township. The attached map shows their orientation to Raritan Township.

All of the land immediately adjacent to Raritan Township, with the exception of a small area in Delaware Township in the vicinity of Route 12, is zoned residential. Lot sizes range from 1 to 10 acre

minimum lot sizes. The majority of the land is zoned 5 acres or higher, with a large portion zoned over 7 acres, and almost all of the neighboring portion of East Amwell zoned 10 acres.

The master plan and the Land Use Plan of the Township substantially conform to the current zoning of the surrounding municipalities. A portion of the area abutting Readington Township is currently in the industrial land use category. However, due to the location of the South Branch of the Raritan River, the potential conflicts between dissimilar land uses are minimized.

#### County Master Plan

The County Master Plan, entitled “Hunterdon County Growth Management Plan” was last adopted in 1986. Many changes have taken place since the adoption of this plan including the completion of I-78, the Highlands Act, farmland preservation, open space preservation and a significant growth in the County wide population. However, the underlying goals and objectives of that plan are still sound. The Master Plan is generally in conformance with the goals and objectives of this plan.

#### Solid Waste Management Plan

The Master Plan is in compliance with the County Solid Waste Management Plan with the exception of Amendment 16 to the County Solid Waste Management Plan. Amendment 16 to the County Solid Waste Management Plan is objected to by the Township. The facility approved by the County under Amendment 16 is proposed to be located on a roadway network that cannot support the truck traffic necessary to support such a facility.

#### Highlands Act

In 2004 the Highlands Water Protection and Planning Act was signed by the governor. This created an area of 1,250 sq. miles to be protected from development. Although no area of the highlands is within the township, the overall affect of the Highlands Act may have an indirect affect on the development of the Township. Regional restrictions on growth and lack of available land in the Highlands area may ultimately increase demand for property within the Township. The Township should not ignore the Highlands Master Plan simply because it is located outside the area. The township should continue to monitor the draft master plan to review the many implications for the township.

# Circulation Element

## I. Introduction

A comprehensive circulation plan is an important element of any master plan. Increasing government funding programs and regulations impact how we travel, how funds are channeled to highway improvements and how we access highways from properties. The master plan circulation element establishes the municipality's highway network and planning priorities and thus becomes the primary reference for planning the future.



The general intent of the Master Plan is to provide a network of public streets that work in concert with the State highway system serving the Township. The Township's street system has evolved around the highway spines, which generally meet at the circles and old farm roads. The local streets, particularly the collector streets, are intended to provide access within the township and connect to the regional highway system. The collector streets in the Master Plan are distributed throughout the Township so as to provide neighborhood access, capacity and safe circulation. Layout of the street network should take into account the environmental and historical resources of the

township and where possible protect those resources.

## Context

The existing roadway network found in the Township today is sparse. Roads tend to follow the old farm roads from the 1800's with little new through roadway network being added. Development of the roadway network has been characterized by cul-de-sac based residential development. The Flemington Circle has become a major traffic concern with three major state highways converging at one location with no options for alternative routes



## Existing State Highways

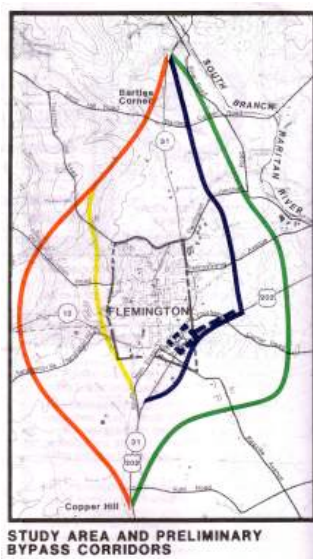
The Township contains 3 state highways. Route 202, Route 31 and Route 12. All these highways intersect at the Flemington Circle. Each highway provides unique and distinct routes for Regional traffic. Route 202 and Route 12 provide access to the limited number of crossing to and from Pennsylvania, while Route 31 provides a north south connector from I-95 to I-78 and beyond. While local traffic contributes to the traffic volumes found on these roads, regional traffic outside of local control is also a major component of the increases in traffic volumes.

One of the most important aspects of this circulation element is the recognition that it is no longer possible to have only the collector and highway system support traffic in the area. All future development must provide for not only the traffic on its site, but must be designed to assist in the overall circulation system of the Township. Prior cul-de-sac and dead end development had forced additional traffic to utilize the existing sparse roadway network. New development must provide additional through traffic interconnections and also provide additional non-automotive transit options.

## II. Route 31 Transportation Plan

### Route 31 Bypass (Historical Information)

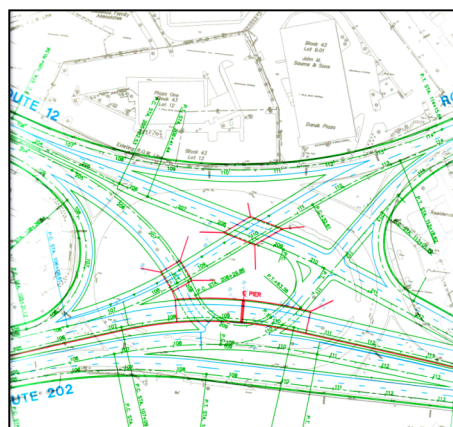
In 1962 the Raritan Township Planning Board adopted a master plan recommending the addition of a road to assist in carrying future traffic for Route 31. This was to provide a bypass of the Flemington Circle and run north south parallel to the existing Route 31. The plan expanded during the 1970's to review a number of routing options through the Flemington/Raritan area.



A review of the initial corridors took place. Possible alignments of the bypass to the west of Flemington were initially considered, but were rejected due to the topography of the area. A far western alignment was reviewed and rejected partially due to the impact on existing development and the South Branch Historic District. A final alignment (shown in blue on the map) was selected. The road was to be a grade separated multi-lane highway. Subsequently the alignment was modified to remove the southern bypass area around the Flemington Circle. This was due to the residential development in the area. The bypass of the Flemington Circle was replaced with substantial improvements to the Circle including flyovers.

This path for the Bypass led to the adoption of the Alignment Preservation Act. The Alignment Preservation Act allowed the NJDOT to preserve the future right of way for the bypass. During the following years approximately 50% of the right of way for the Bypass was purchased. During the late 1990's the name of the project was changed to the Route 31 Congestion Mitigation Project to reflect the fact that the project no longer had a full bypass function.

Around the same time period, the Circle and the Bypass project were separated. The Flemington Circle redesign was moved forward. After agreement from the County, Township and Flemington Borough a final design of the Flemington Circle was selected. This design was to have three elevated structures with all three highways remaining interconnected. At this point the project was ready to enter the design phase.



In 2004 the NJDOT announced that due to funding issues they could no longer afford to build the bypass. The cost prior to the cancellation of the project was between 125 and 150 million dollars. In addition, with agreement from the Township and the Borough, the Flemington Circle project was delayed. The NJDOT, Township, Borough and the County all joined into a cooperative process to develop a new plan that could not only support the future traffic growth of the area, but be better for the Township. The development of the Route 31 Transportation and Land Use Plan began.

### Development of Framework Plan

Recognizing that the Bypass as a grade separated highway could no longer be funded, the NJDOT suggested reviewing alternatives to the original concept of the Bypass. These alternatives would not be limited to the review of a single road, but would include a network of roads, land uses, and open space opportunities. To this end the State, County, Township, Flemington Borough, their professionals, outside consultants, and residents worked in a collaborative process to develop an overall integrated transportation and land use plan for the area, that has culminated in the preparation of this master plan

### **Transportation Model**

As part of the review for the transportation network of the area, the NJDOT contracted for a complete traffic model of the traffic network. Working with local and county professionals, McCormick Taylor developed a traffic model for the area. The results of this model are contained in a Report to the NJDOT entitled “Traffic Analysis Summary Final Report for the NJ Route 31 Integrated Land Use and Transportation Framework Plan” Revised May 2006. The report is made part of the reference material in the official Master Plan file. This traffic model was used as a basis for the various traffic improvements proposed. The study area is a triangle bordered by Route 202 to the South, Route 31 to the North and West and the South Branch of the Raritan River to the east.

The traffic on existing Route 31 consists of 8-10% truck traffic. However, the perception of the amount of truck traffic is much higher largely due to the number of intersections. The road is heavily traveled with 23,000-24000 ADT (average daily traffic). A current round of intersection improvements have just been completed. Those improvements have taken twice as long as expected and has not been positively received. If the parkway was not to be built we could expect an increase to 31-35000 ADT by 2025

With the parkway we hope to see at worst maintaining the existing levels of traffic, and at best reducing them substantially. The parkway is hoped to take approximately 12,000-25000 ADT, dependent on the design of the system.



### **Public Participation and Stakeholder Interviews**

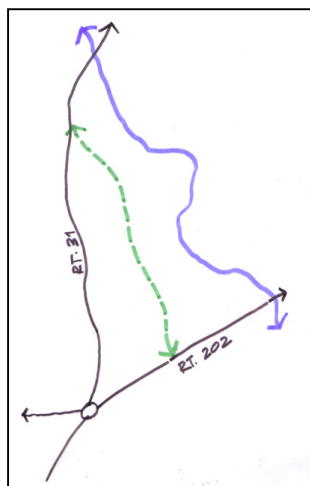
One of the most important aspects of the development of the Route 31 Integrated Transportation and Land Use Plan was the involvement of the community. A number of meetings with community stakeholders, the general public, and the various government officials and professionals were held. Land owners, business owners, community organizations and other stakeholders in the study area were

interviewed. Public workshop meetings and design charettes were held to bring the community in. It took many meetings and many skilled professionals from the Consultant team, from the NJDOT and the Local governments to bring together these groups. This public outreach not only helped to guide the direction of the plans for the area, but helped to foster a feeling of ownership by the public

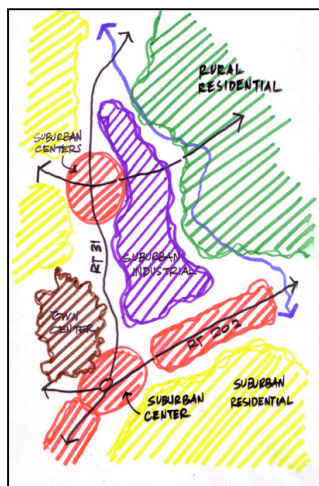
## Development Themes

From working with the public, stakeholders, state, county and local officials a number of themes were developed:

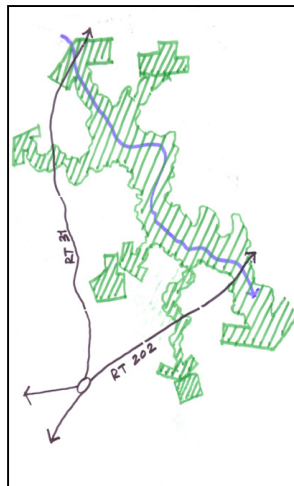
- The first was the original and only theme of the bypass project which was to provide a regional alternative
- The second was to recognize the existing land use patterns for the area
- The third to celebrate the cultural and environmental resources
- And finally to plan for the future development of the area.



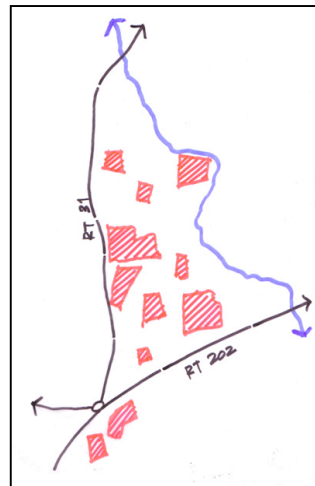
Provide Regional Alternative



Recognize Land Use Patterns



Celebrate Cultural Resources



Plan for Development

## Transportation Alternatives

The roadway plan, or framework plan as it became to be known has a number of goals

First is provide a regional alternative to traffic to help to alleviate the strain on Route 31

The second is to eliminate the Circle by removing confluences of three highways. Additional roadways to allow local traffic to have alternatives are included. Options and access for pedestrians and bikeways are also included in the framework plan

## Framework Plan and the Parkway

The Framework Plan consists of the South Branch Parkway, and a number of smaller supporting roads.

The South Branch Parkway is to run north/south in the general alignment of the old Rt. 31 Bypass. The major difference is that the Parkway will be an at grade roadway. No driveways will be permitted on the Parkway. Only connections to public streets will be permitted. Where cross access is required,

these public streets will intersect at either signalized intersections or roundabouts. In other locations right in right out access will be provided for the streets.

During the process of Alignment Preservation for the Rt. 31 Bypass a 300 ft. wide Right of Way was acquired. The width of this right of way should be continued to permit the development of recreation amenities along the parkway, and also permit the parkway to be located in and around the topography and environmental constraints in the area. The current plan for the parkway is for 1 lane in each direction. The additional right of way will permit the expansion of the parkway to 2 lanes in each direction. In the future if necessary Signage in the area will be an important part of any routing of regional traffic to the parkway and must be closely examined prior to implementation.

A second north south road (Reading Road) is proposed to run parallel to the parkway on the western side in between Rt. 31 and the Parkway. This road is proposed to be constructed after the parkway. The road is primarily for local traffic. The road would not have access limitations. The Planning Board discussed the ultimate viability and purpose of this road. Given that the road would provide the main access to Block 27 which contains limited developable property Reading Road is not shown on the circulation plan. However, the road remains on the Route 31 Transportation and Land Use Plan. Similarly, the Board recommends that the South Branch Parkway's southern terminus be at Rt. 202. The circulation plan reflects this.

Existing Route 31 must be realigned to provide 4 travel lanes with a turning lane provided where possible. The previous intersection improvement provided much of the necessary widening to permit this improvement.

The Framework plan also calls for the ultimate realignment of Route 31 into Church Street. This will allow for the ultimate conversion of the Flemington Circle into a Town Square. However, due to the strain this will place onto the Voorhees Corner Road intersection, this improvement will be one of the last to take place. Careful review of the interim conversion of the Flemington Circle to a roundabout must be done to determine if this final improvement is required,

The remainder of the proposed roadway network would depend upon development of private property. This private property would have to provide a transportation network that provides a positive benefit to the overall circulation plan of the township including possible connections to the parkway at strategic locations.

### III. Roadway Hierarchy

A roadway hierarchy establishes categorizes the system of streets designed to provide local access. Roadway classifications for residential streets within Raritan Township are classified by the Residential Site Improvement Standards (RSIS). In addition, the County Roads within the Township fall under three classifications either by function or Right-of-Way width.

The County roads are classified as follows:

County Road	Functional Classification	Right-of-Way Width
611 (South Main Street)	Minor Arterial	80-140 ft.
514 (Old York Rd., Amwell Rd.)	Major Collector	80 ft.
613 (Old York Rd., North of Amwell Rd.)	Major Collector	80 ft.
650 (Voorhees Corner Rd.)	Major Collector	80 ft.
523 (Seargentsville Rd., Flemington Junction Rd., and River Rd.)	Major Collector	80 ft.
617 (Thatchers Hill Rd., Klinesville Rd.)	Major Collector	80 ft.
612 (Sand Hill Rd., Bartles Corner Rd.)	Major Collector	80 ft.
579 (Easton-Trenton Tpk.)	Major Collector	80 ft.
600 (Wescott Dr.)	Major Collector	66 ft.
652 (Gauntt Pl.)	Minor Collector	66 ft.

Raritan Township streets are subdivided in residential and non-residential functional classifications. There are three non-residential classifications: Major Collector, Collector, and local access street.

The RSIS includes planning guidelines for establishing daily traffic volumes are provided for residential roads. These guidelines reflect the more subjective issue of quality of life rather than absolute capacity.

For non-residential streets, the volumes should relate to roadway capacity which is dependent on many factors such as terrain, number of lanes, alignment, width, shoulders, sight distance and passing zones. In general, rural two lane non-residential roads can accommodate peak two way volumes of 1,500 vehicles per day. This volume approaches the limit after which traffic flow becomes unstable. At higher volumes, delays occur and traffic flow is sensitive to turning vehicles, curves, and other physical conditions.

The Township's non-residential roadway hierarchy is as follows:

**Major Collector:** Links significant traffic generators with routes of higher classification. It may also serve as an intra-county corridor. Street standards are a 60 ft. right of way width and a 30 ft. to 40 ft. pavement width.. Major collectors in residential areas can have a 30 ft. pavement width which is widened to 40 ft. at intersections to accommodate turning lanes.

**Collector:** Generally a two lane roadway which collects residential or employment center based traffic and channels it into major collector and arterial systems. Their secondary function is to provide access. Street standards are a 60 ft. right-of-way with a 30 to 40 ft. pavement width. The pavement width will vary depending on the land use needs and other planning criteria specific to the roadway section under study.

**Local access street:** The primary function is the provision of access to non-residential lots. Although a lower order street, the maximum Average Daily Traffic (ADT) for a residential street does not apply. Street standards are a 60 ft. right of way and a 30 ft. traveled way width. The travel way may widen at intersections to provide capacity.

For a description of residential access classifications please refer to the N.J.A.C. Title 5, Chapter 21, Residential Site Improvement Standards, adopted January 6<sup>th</sup>, 1997, Revised February 6<sup>th</sup>, 2006.

### III. Township Circulation Plan

#### Proposed Major Collector



The only remaining major Township collector to be proposed is the completion of Autumn Leaf Blvd. At this time of the writing of this section a development application has been submitted that would complete Autumn Leaf Blvd. This street is proposed to extend from the existing Johanna Farms Road northward to Route 12. When completed, the road will provide access from Route 12 to Routes 523, 579 and 202/31 via Johanna Farms and Hampton Corner Roads. The majority of the roadway has already been constructed.

#### Spot Improvements

The spot improvements shown on the circulation plan identify either intersections or between intersection locations which will need attention as the road network matures. They are not prioritized and implementation should be linked to funding, new development and the judgment of Township's professionals.

- Route 202 and Case Blvd: This signalized intersection is one of the higher priorities in the Township since it will provide full access to Route 202 from the areas north and south of Rt. 202. Any significant new development in these areas will further burden the Voorhees Corner Road and the River Road intersections.
- Junction Road and River Road: This intersection is currently proposed for improvement by Hunterdon County.
- River Rd/Bartles Corner Road (Rt. 523): This intersection will also realign the intersection to line up with the existing River Rd. on the northern side of Bartles Corner Road. The County is currently working on this improvement
- Voorhees Corner and Old York Road: Signalization of this intersection compliments Voorhees Corner road as a Major Collector.
- Reaville Road and Wellington Avenue: Wellington Avenue is currently STOP controlled at this intersection. As traffic volumes on Reaville Road increase it will become increasingly more difficult for motorists to find acceptable gaps in the Reaville Road traffic. In addition, the modest crest on Reaville Road west of the intersection complicates decision making. Signalization is proposed.
- Route 523 and Dayton Road: A roundabout at this location would address issues of vehicular and pedestrian safety, while at the same time reducing excess vehicle speeds in front of the municipal building driveway.
- Everitts Road and Route 202/31: Realignment and capacity improvement are proposed.
- Case Blvd., River Road, and Pennsylvania Avenue: Installation of a roundabout is proposed.
- Old York Road, Barley Sheaf Road and Amwell Road: This area is located in the Reaville Historic District. Improvements are necessary to improve the intersection, for pedestrian and bicycle safety, and to reduce vehicle speeds. Traffic calming and similar vehicular speed reductions strategies should be employed along the roads as they enter the Reaville Hamlet. Roundabouts should be considered for the two main intersections. The extension of Barley Sheaf road should be closed to vehicular traffic, but should remain open to pedestrians and bicycles.
- Old York Road and Clover Hill Road: upgrading and improved alignment.
- River Road: As part of the land use element it is proposed the area of River Road in the area of Rockafellow Mills Road be rezoned to encourage recreational and historical redevelopment of the area. To foster this and also recognizing that the opening of the Case Blvd traffic light will shift traffic patterns, it is proposed that River Road between Case Blvd. and Rockafellow Mills Road be closed to through traffic. This will allow the use of this area for recreation and as a pedestrian/bikeway along the River.
- Pennsylvania Avenue upgrade: Additional development that the land use plan envisions in the form of age-restricted residential development and the interconnection with the parkway will require the upgrading of Pennsylvania Avenue in the area from Royal Road to Case Blvd. In addition, the County is currently proposing the relocation of Pennsylvania Avenue to allow the elimination of the Railroad Bridge.
- South Main Street - Route 12 Circle: The South Main Street - Route 12 Circle is a small circle that has five intersecting legs. The circle currently has severe capacity problems and suffers from a high rate of accidents. Current plans are to change the Circle to a roundabout, which would have all traffic yield when entering. Additional improvements would remove the Reaville Avenue cross

over and the Bank driveway. The improvements will also improve pedestrian access through the area.

- Route 12 and Route 523 Circle: This circle is large with four intersecting legs. Its current configuration permits high speeds through the circle and also high entry and exit speeds. Increased traffic from the west will further worsen these problems. Finally, the circle creates a large impediment to pedestrians. This circle should be converted to a roundabout. This will reduce speeds through the intersection and provide increased pedestrian
- Route 202/31 and Reaville Avenue: Although not located in Raritan Township, the intersection serves as a major access to Route 202/31 for many residents. The intersection experiences congestion indicating insufficient capacity. Capacity improvements are needed along with an alternate route to the highway.
- Route 31 Railroad Bridge: A choke point exists on Route 31 at the Railroad Bridge. Interim improvements should be undertaken to add an additional through lane under the existing bridge, with ultimate replacement of the bridge allowing 4 lanes with shoulders to be provided.

#### New Residential and Non-Residential Developments

New developments must provide not only for roadways and driveways, which service their own site, but provide for overall improvements to the circulation of the Township. Through roads and connections to existing and future developments are required. Cul-de-sacs should be used only where necessary.

Pedestrian and bikeway connections should be provided to adjoining roadways and development and interior to the development itself. These connections must be taken into consideration when designing any development, including internal and external linkages to potential trip generators such as schools, bus stops, parks, and other residential and commercial developments. Sidewalks must be provided in all developments.

#### Transportation Improvement District - 1

A Transportation Improvement District has been established in the southeastern portion of the Township. The TID is bounded by Route 202/31, Route 202, Voorhees Corner Road, Clover Hill Road, and County Route 514. The TID was created to establish a fee structure for funding roadway improvements necessary for providing access to an area with significant development potential. An impact fee is established which reflects pro-rata cost sharing between the Township and developers.

#### Traffic Calming

Traffic calming is the application of various improvements designed to regulate speeds, improve safety, and discourage short-cut traffic. Some potential improvements include road closures to divert traffic, road narrowing, installation of roundabouts, and restricting certain vehicular movements or types of vehicles such as large trucks. Traffic calming is primarily used in residential, neighborhoods,

down- towns, and high pedestrian areas. Candidate streets should be identified as the need arises and traffic calming should be considered in conjunction with new subdivisions.

### Commercial Service Driveways

The master plan supports the use of internal service driveways and parking lot interconnections to provide greater means on ingress and egress, to improve and maintain levels of service on surrounding roadways, and to provide for a safer environment surrounding new and existing commercial centers.

One important connection is a service roadway connecting parcels in Raritan Township and Flemington Borough that parallels Route 202 from Reaville Road to Voorhees Corner Road. Another identified connector is between Bartles Corner Road and Minneakoning Road paralleling Route 31 along the rear of the BJ's site and continuing to the Bartles Corner Business Park.

### Hunterdon Medical Center

The Hunterdon Medical Center has expressed concern about the increased traffic on Wescott Drive and the impact on emergency vehicle access to the medical center. Solutions related to restricted access on Wescott Drive are impractical, as it would simply shift the traffic problems to a different location. The master plan recommends the following to help address these issues; completion of the Hospital's rear connection to Newcastle Way, the extension of the BJ's access road to Bartles Corner Road, improvement of the Wescott Drive intersections at both ends, and the placement of additional traffic lanes on Rt. 31.

### Public and Mass Transportation

The Township is not directly serviced by NJ Transit. Service between Clinton and Somerville is provided by NJ Transit on the 884 bus. Connecting service to the Clinton Point Park and Ride can be provided on a demand response basis from the LINK. Commuter Rail service is provided in Whitehouse, Readington Township, and in Clinton Township.

The Township is currently serviced by Trans-Bridge bus line. Direct express service to the Port Authority Buss Terminal New York City is provided. The current park and ride facility is located in Flemington Borough in the back portion of the Liberty Village Outlet parking lot.

In addition, the Township is serviced locally by the County wide public transportation system known as LINK. A fixed route system in the Township and Borough of Flemington know as the Flemington Shuffle operates under weekday service. Schedules are available online at <http://www.ridethelink.com/ShuffleSchedule.pdf> . The Shuffle stops at major residential, commercial, service, and medical sites both on demand and on a fixed schedule. The fare is \$1.00 per day with unlimited boarding.

## Alternate Transportation

### **Pedestrian and Bikeway Improvements**

The Raritan Township Environmental Commission conducted a bike and pedestrian plan study. The study was completed in December of 2006. The Non-Motorized Transportation Network Study and Plan is hereby incorporated at Appendix C.

Based on the Study conducted, a slightly revised pedestrian and bikeway plan has been prepared and incorporated directly into the master plan. The plan shows a number of on and off road bike and pedestrian paths that should be developed in the future. Spot pedestrian improvements are also noted.



### **Car Pools and Ride Sharing**

Given the fact that Raritan Township is located at the confluence of three state highways means that there is a significant opportunity to promote and supports both car pooling and ride sharing. Efforts should be made to encourage the use of underutilized parking lots in the area for ride sharing locations.

## **Recycling Element**

### Introduction

The New Jersey Source Separation and Recycling Act, which was adopted in 1987, and the Municipal Land Use Law require that municipal Master Plans include a recycling plan element. In addition, specific tasks are delegated to both counties and municipalities in order to achieve the State Recycling Plan goals.

The recycling element is intended to provide a plan for the efficient management, containment, processing, and reuse of recyclable materials. The purpose of recycling is to limit the amount of waste going to landfills and increase the reuse materials, which protects the environment, decreases the use of raw materials, and helps to conserve natural resources.

### Implementation

The Township of Raritan administers its own recycling program at the Recycling Center. Residents may drop off recyclables at the Recycling Center Mondays, Wednesdays and Fridays - 7:30 AM to 3:00 PM and Saturdays - 7:30 AM to 12:00 noon). Vehicles entering the Recycling Center must have a residency sticker in order to enter the facility. The Township regulates what can be recycled

Materials that are accepted for recycling include the following:

- Cans
- Cardboard
- Clothing
- Fluorescent Lights
- Glass
- Grass Clippings
- Motor Oil
- Magazines, Catalogs and Junk Mail
- Newspapers
- Christmas Trees
- Leaves
- Tires
- Misc. Metal

In 1992 the Township adopted its mandatory recycling program. This requires the mandatory recycling of materials by all residential, commercial and industrial establishments in the township. The Township site plan standards require the mandatory incorporation of recycling facilities in residential and non-residential developments.

Hunterdon County also has a Solid Waste Management Plan that mandates what materials must be recycled. The County Solid Waste Management Plan recommended the placement of a private recycling facility on River road in the Township. The NJDEP subsequently issued a conditional permit for the operation of that facility. The Township continues to object to the location of the facility due to the traffic, truck routing issues, and environmental issues. The recommendation of this master plan is that the facility be removed from the County Solid Waste Management Plan.

Raritan Township should continue to administer its recycling program and coordinate efforts with Hunterdon County and surrounding Townships to explore new and innovative ways to collect, store, process, and recycle materials. Recycling is an important element in maintaining a clean environment while at the same time conserving resources.

THE FOLLOWING ARE APPENDIXES TO THE MASTER PLAN AND ARE ON FILE IN THE  
RARITAN TOWNSHIP PLANNING AND ZONING OFFICE

MUNICIPAL STORMWATER MANAGEMENT PLAN (REVISED MAY 27<sup>TH</sup>, 2005)

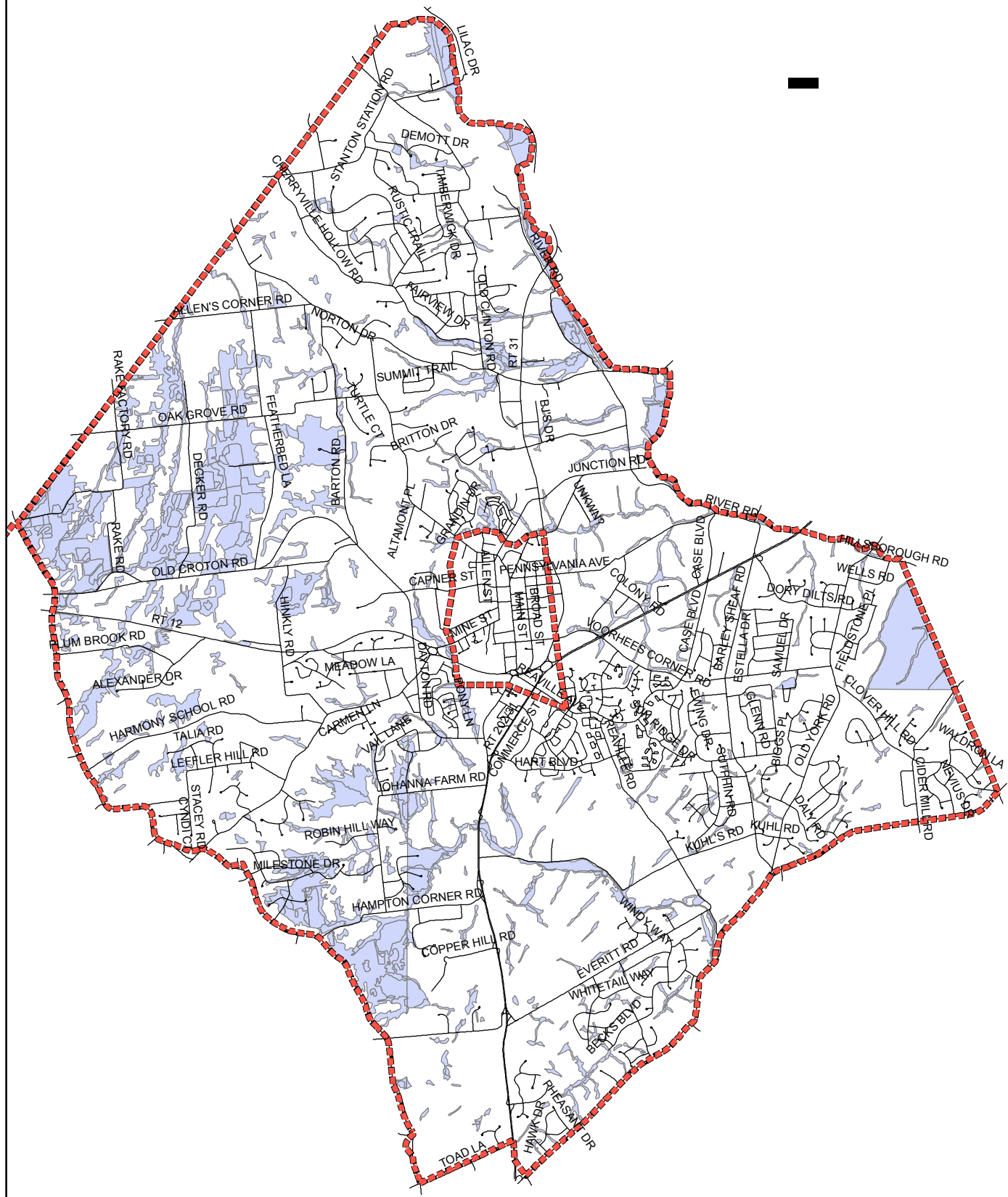
NATURAL RESOURCES INVENTORY (FEBRUARY 2006)

NON-MOTORIZED TRANSPORTATION NETWORK STUDY AND PLAN (DECEMBER 2006)

HOUSING ELEMENT AND FAIR SHARE PLAN (12/13/05)

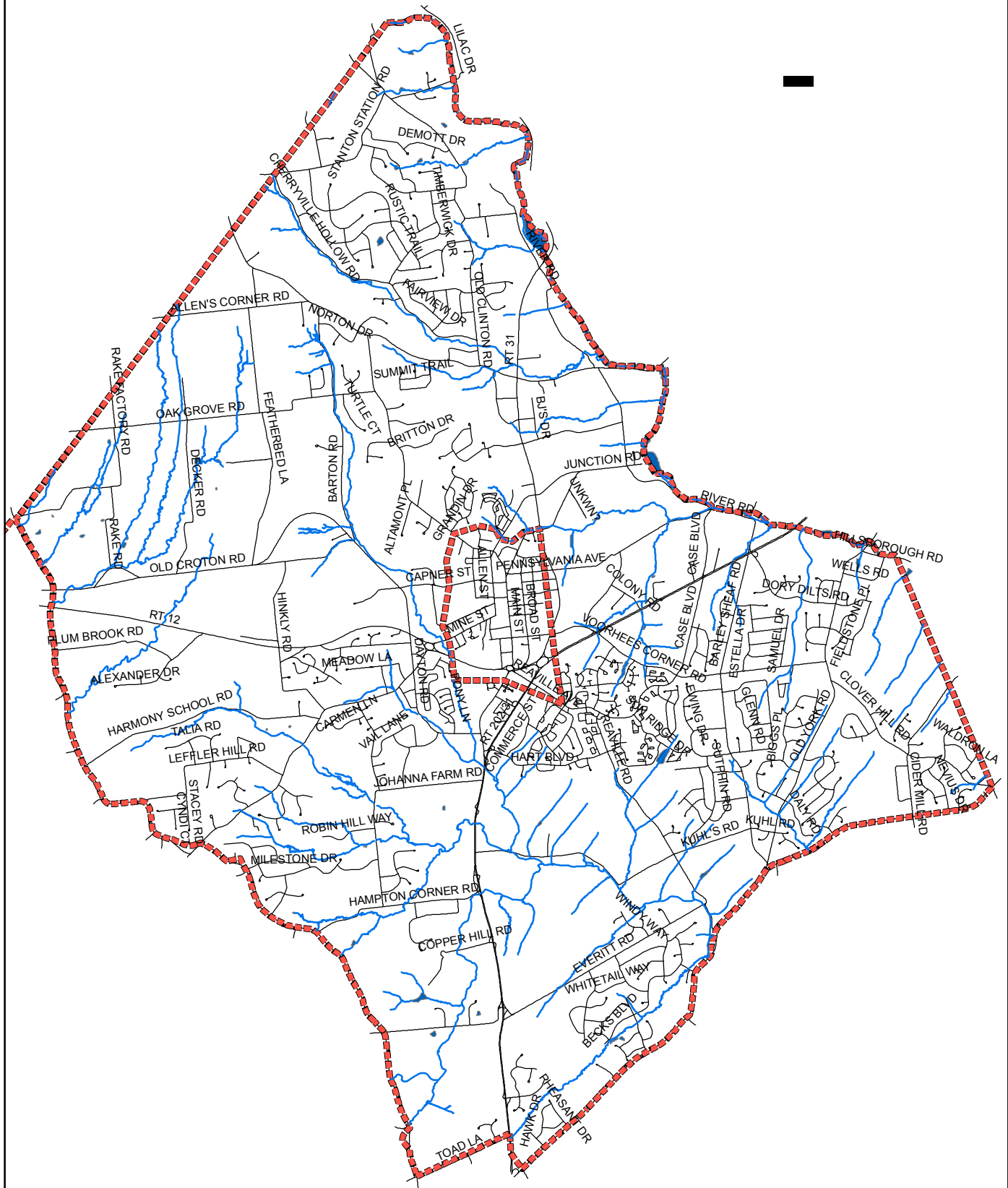
ROUTE 31 TRANSPORTATION AND LAND USE PLAN





## Wetlands

0 3,450 6,900 13,800 Feet



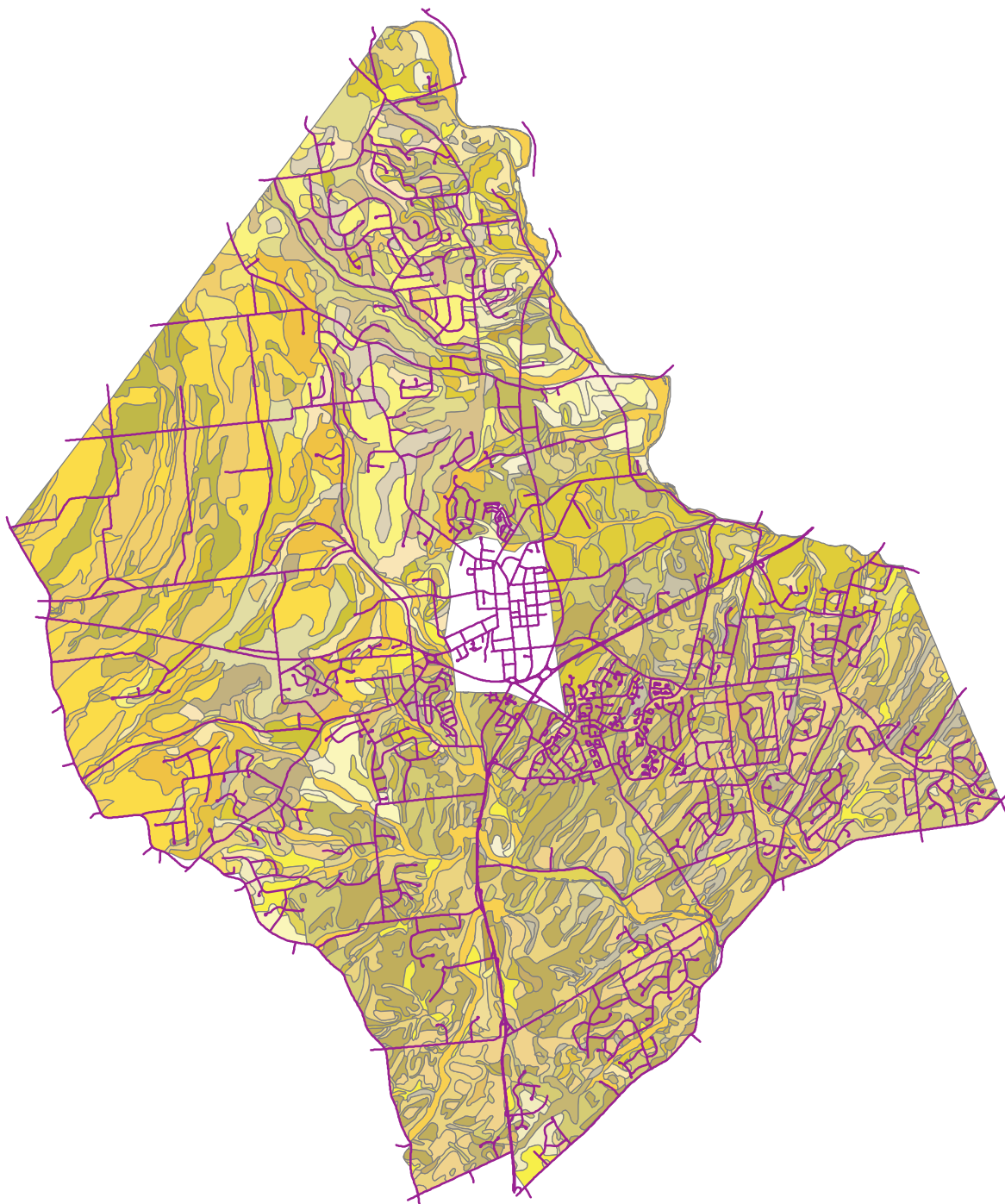
## Raritan Township Master Plan Streams

0 4,300 8,600 17,200 Feet

**Township Soils**

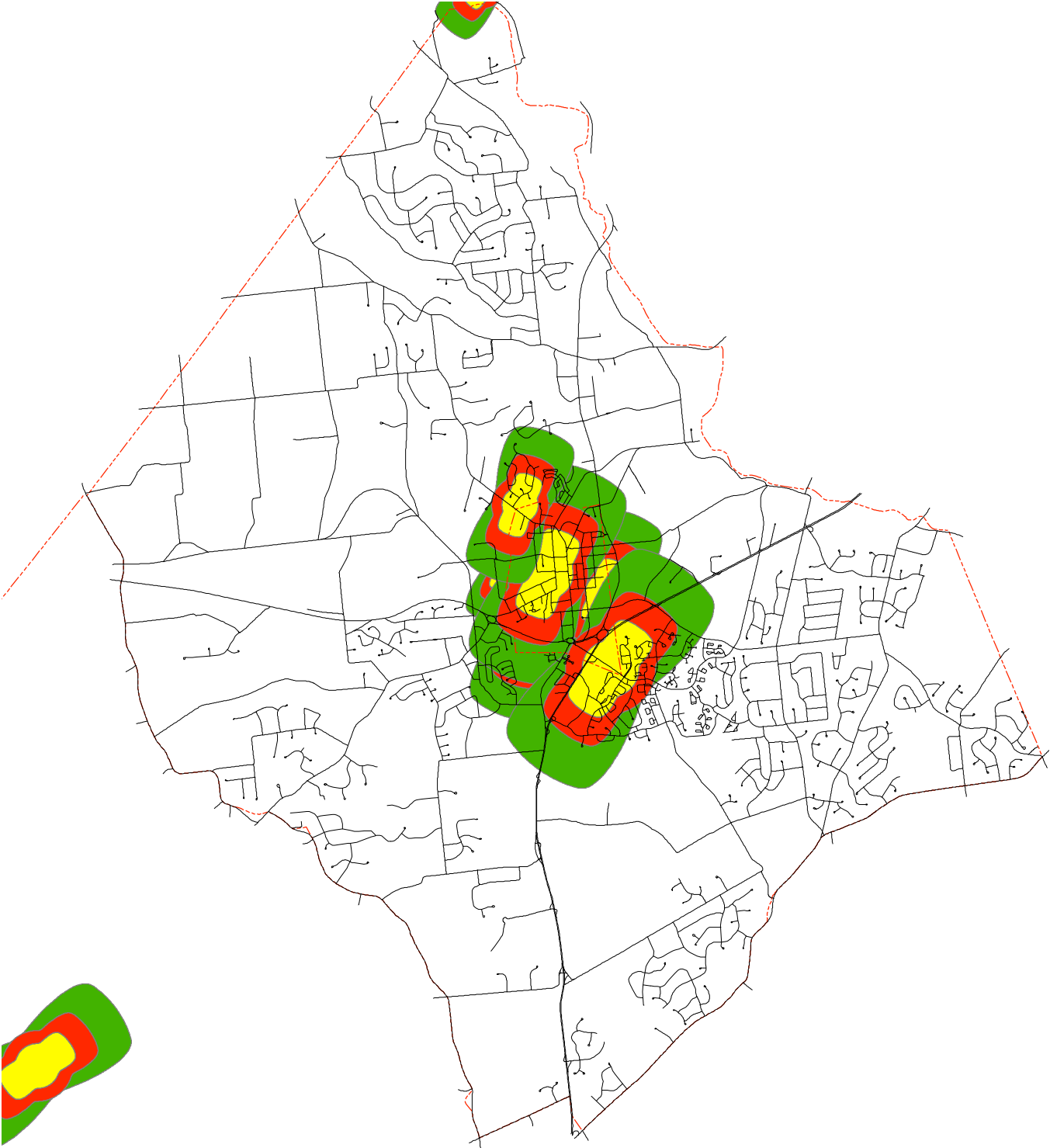
**Soil Name**

AbA  
AbB  
BaB  
BdA  
BdB  
BdC2  
Bt  
BuB  
BuC2  
CdA  
CdB  
CdC2  
CgB  
CrA  
CrB  
CsB  
HaB  
HaC2  
HaD  
HcC  
HcE  
KIC  
KID  
LaB  
LaC2  
LbB  
LeB  
LgB  
LgC  
LgD  
Ma  
MoB  
NdB  
NeB  
NoD2  
PbB  
PeB  
PeC2  
PeD  
PfB  
PfC2  
QkB  
QkC2  
QIC2  
RbA  
RbB  
RcB  
RcC2  
ReA  
ReB  
ReC2  
RfA  
RfB  
RIF  
Ro  
WAT

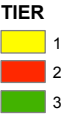


**Raritan Township Master Plan  
Soils**

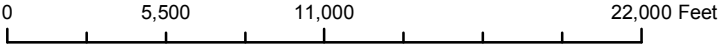
Township of Raritan  
County of Hunterdon  
Wellhead Protection Areas



Legend

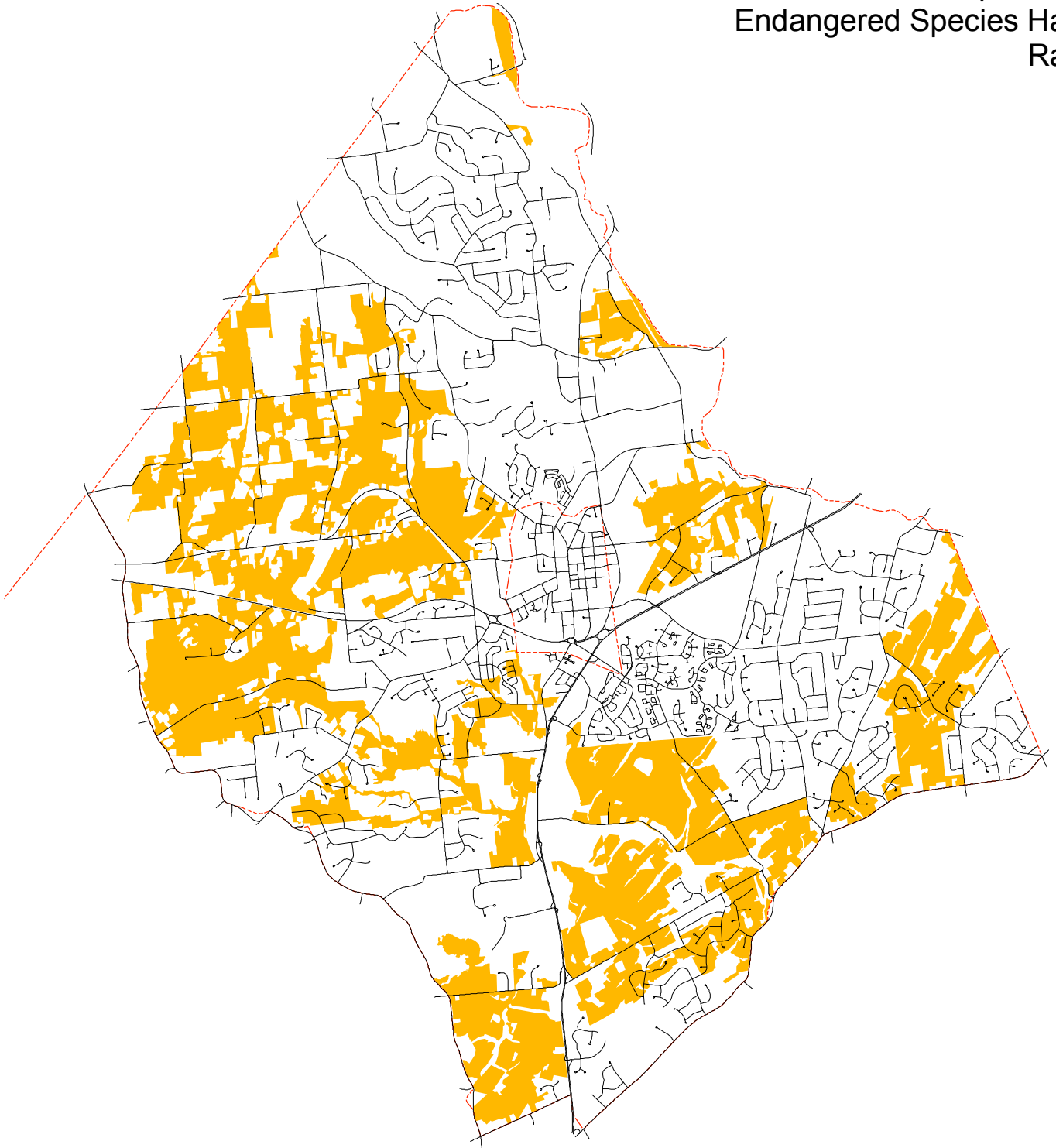


1:80,000




This map was developed using Hunterdon County GIS digital data, but this secondary product has not been verified by Hunterdon County and is not county authorized.

Township of Raritan  
County of Hunterdon  
Landscape Project  
Endangered Species Habitat  
Rank 2



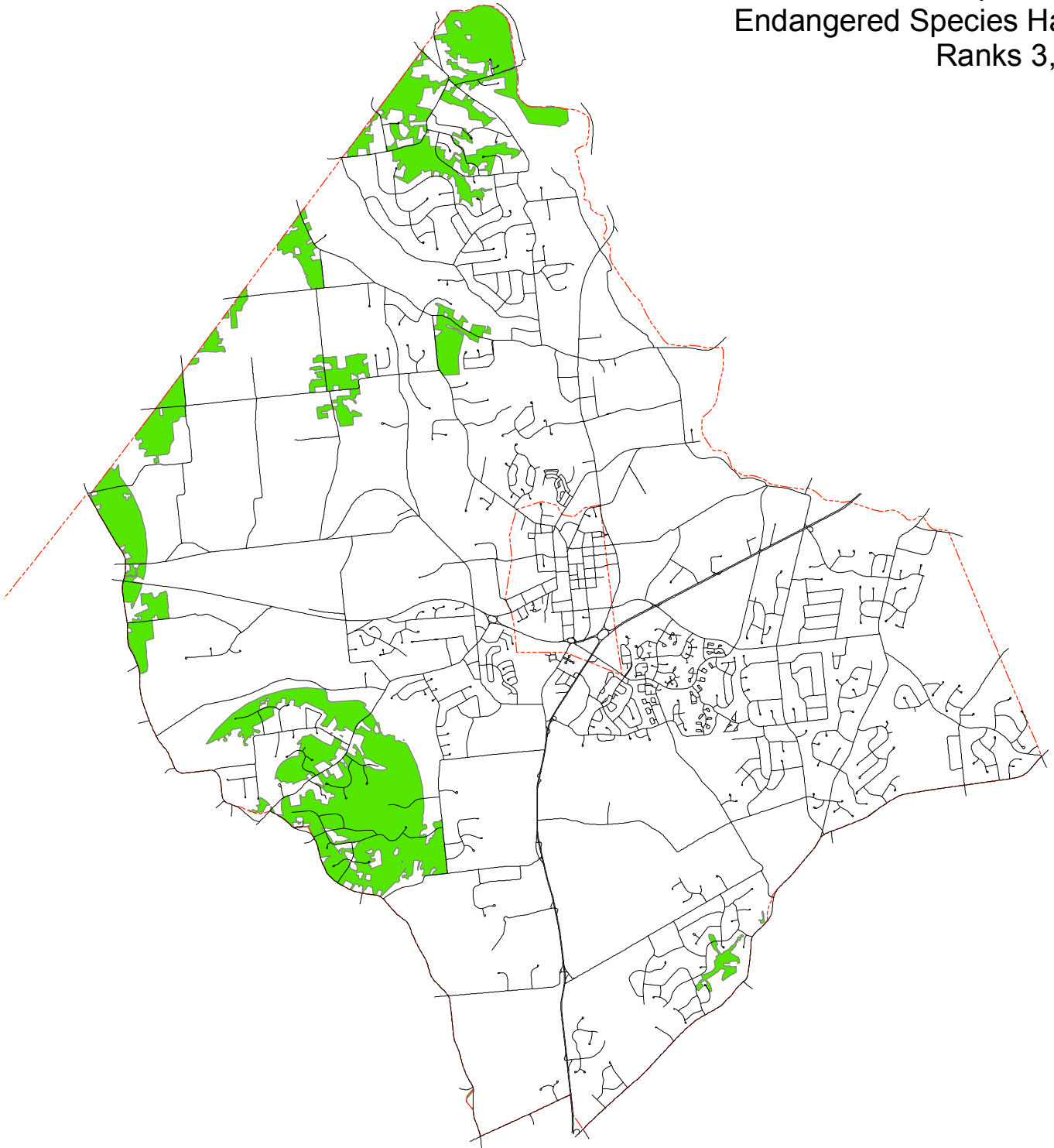
1:80,000

**Legend**  
 Rank 2

0 5,500 11,000 22,000 Feet


This map was developed using Hunterdon County GIS digital data, but this secondary product has not been verified by Hunterdon County and is not county authorized.

Township of Raritan  
County of Hunterdon  
Landscape Project  
Endangered Species Habitat  
Ranks 3, 4 ,5



1:80,000

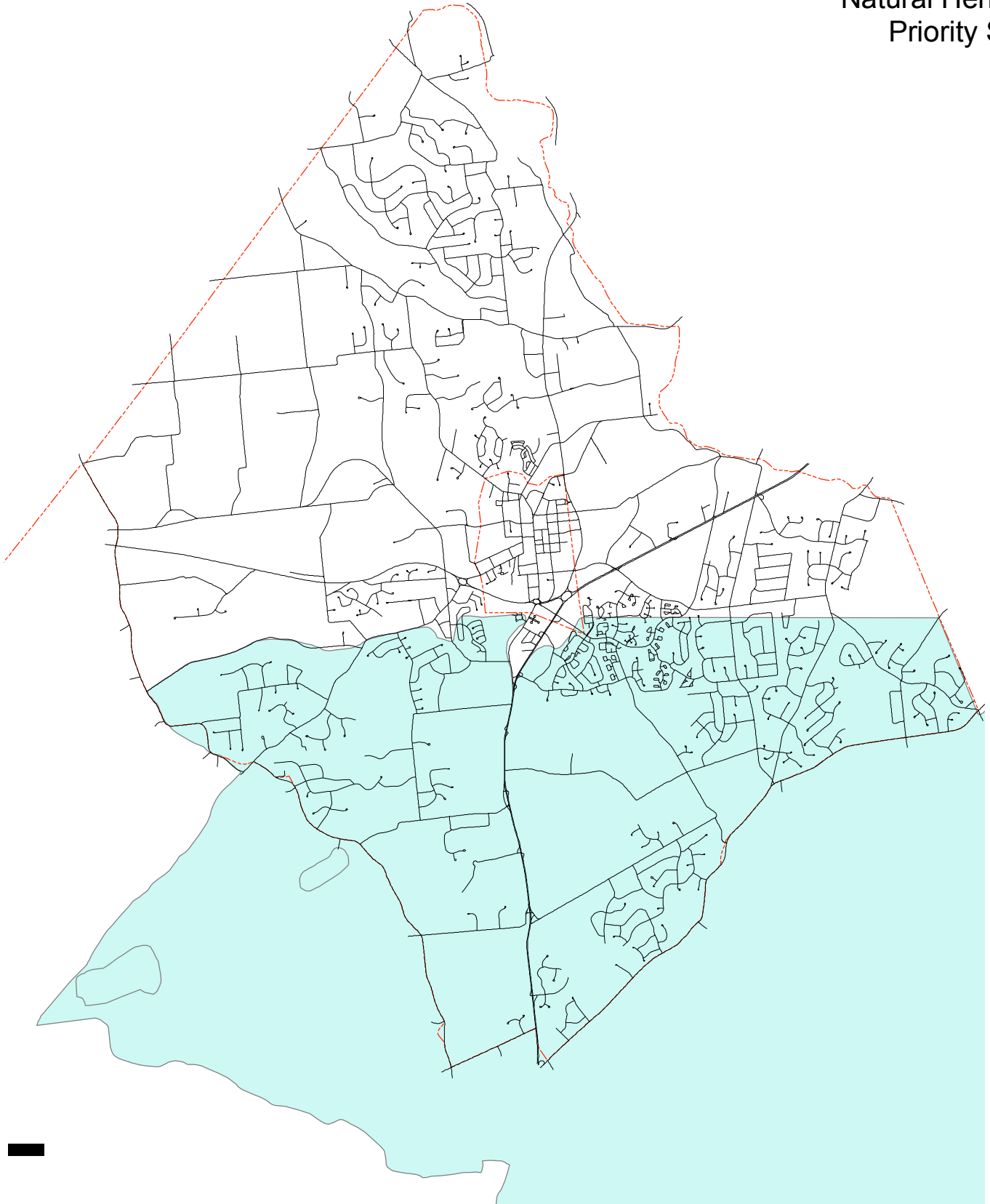
**Legend**

 Ranks 3, 4 and 5

0 5,500 11,000 22,000 Feet

This map was developed using Hunterdon County GIS digital data, but this secondary product has not been verified by Hunterdon County and is not county authorized.

Township of Raritan  
County of Hunterdon  
Natural Heritage  
Priority Sites



1:80,000

**Legend**  
B4 Macro Site

0 5,500 11,000 22,000 Feet

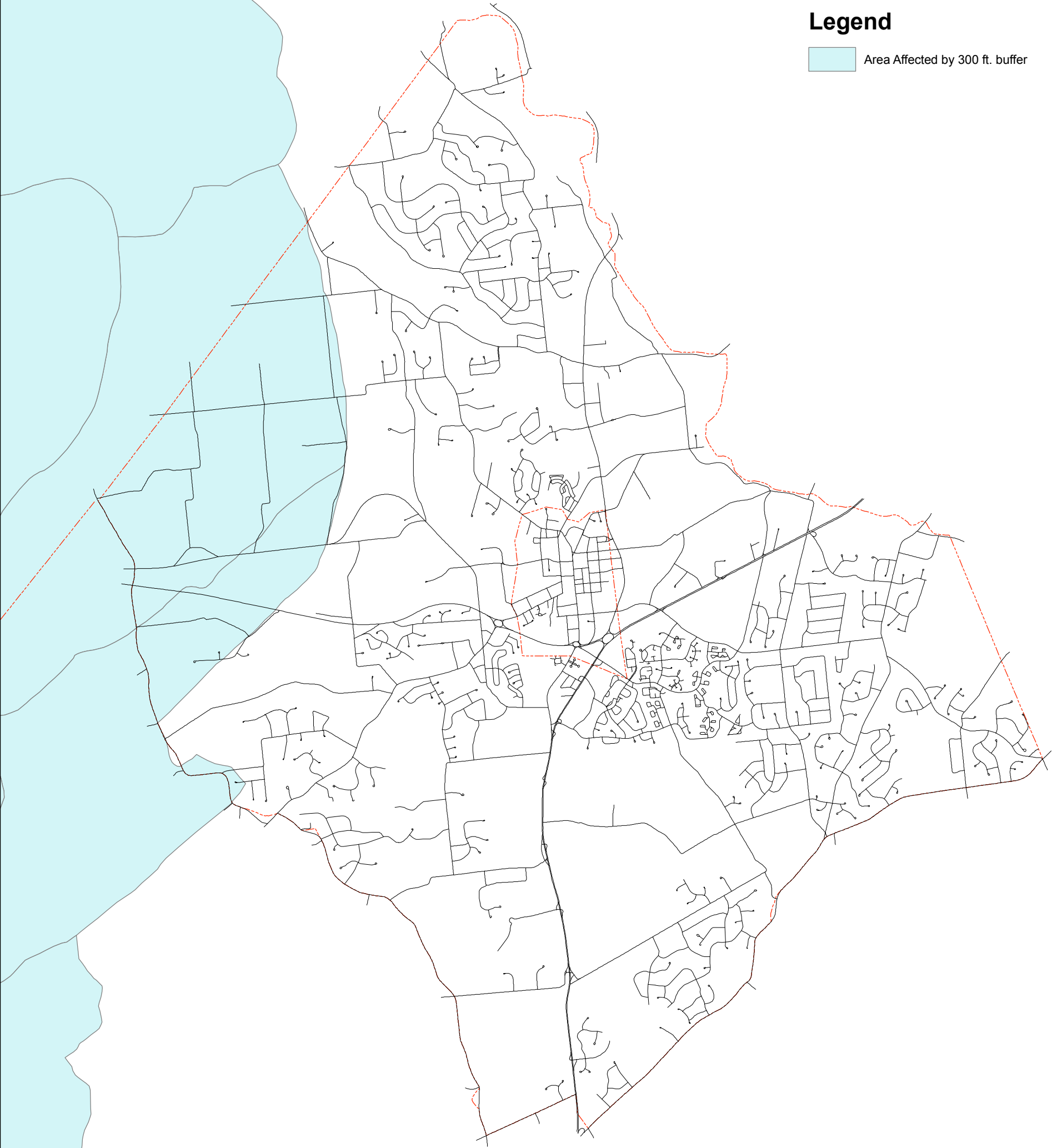
This map was developed using Hunterdon County GIS digital data, but this secondary product has not been verified by Hunterdon County and is not county authorized.

0 3,500 7,000 14,000 Feet



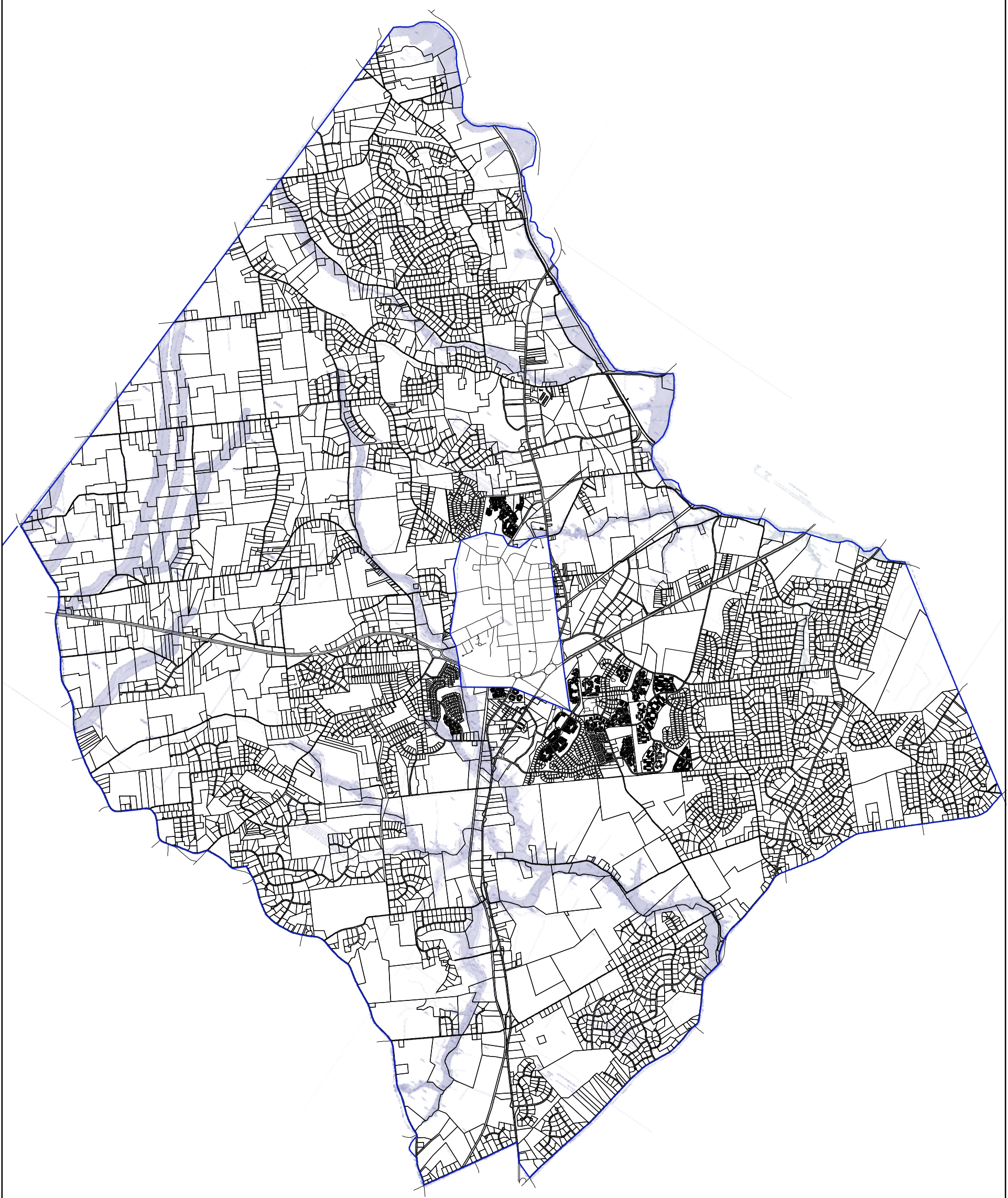
Legend

Area Affected by 300 ft. buffer



Raritan Township Master Plan  
300 Ft. Stream Buffer Areas





0 3,800 7,600 15,200 Feet



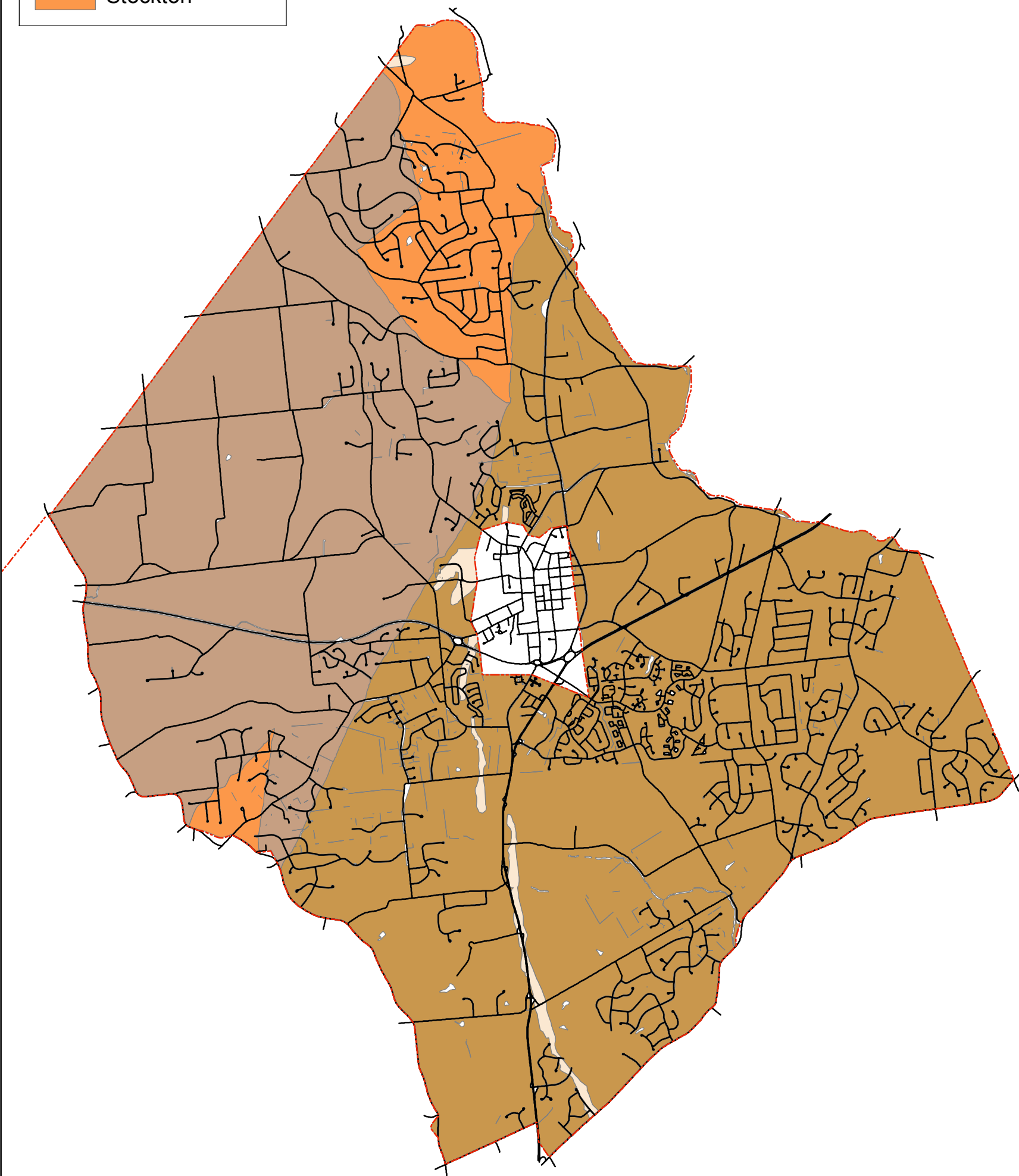
# Raritan Township Master Plan Floodplains

**Legend**

**Geology**

-  Brunswick Shale
-  Diabase
-  Lockatong
-  Stockton

0 4,450 8,900 17,800 Feet



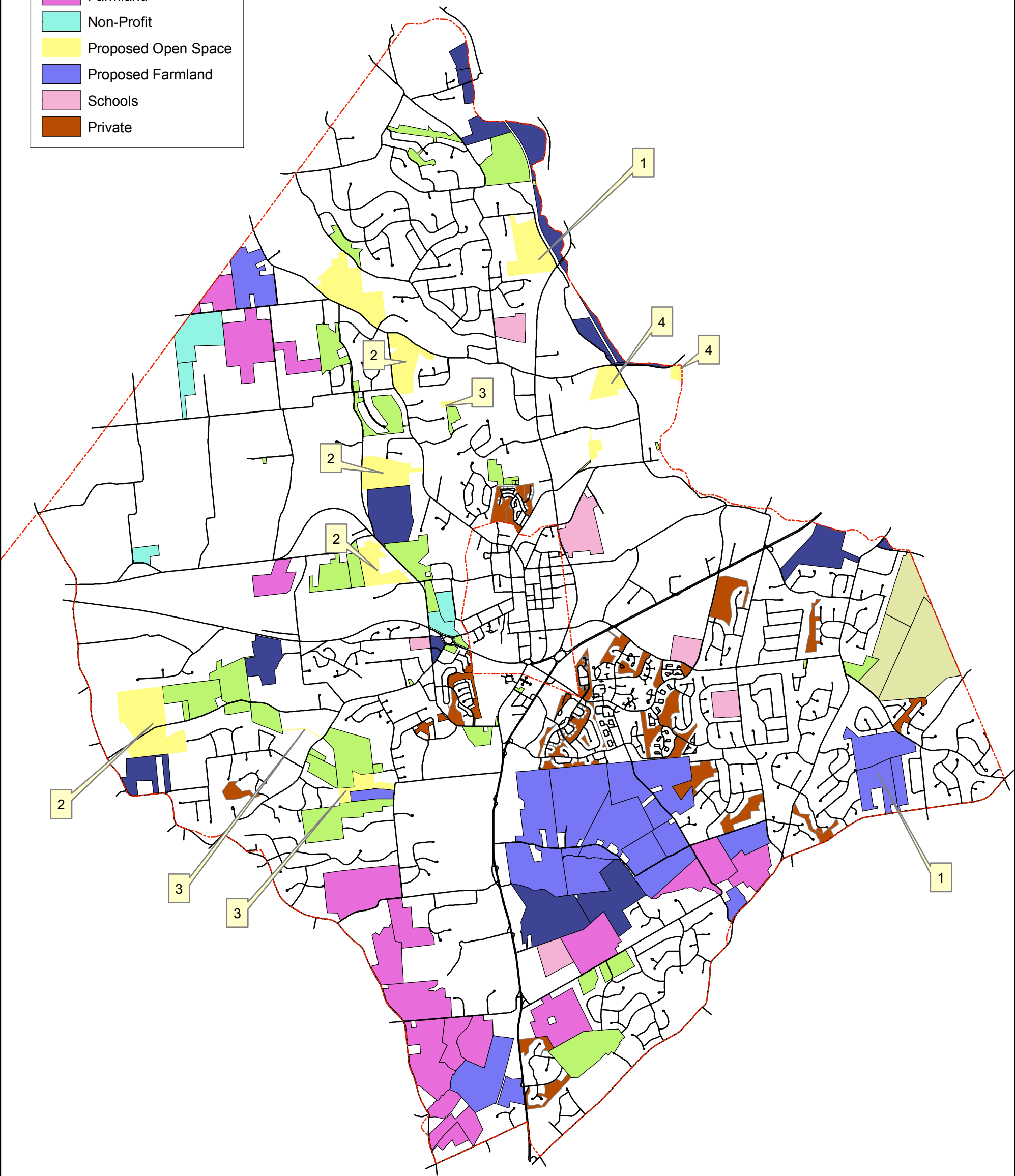
# Raritan Township Master Plan

## Geology

**Open Space**

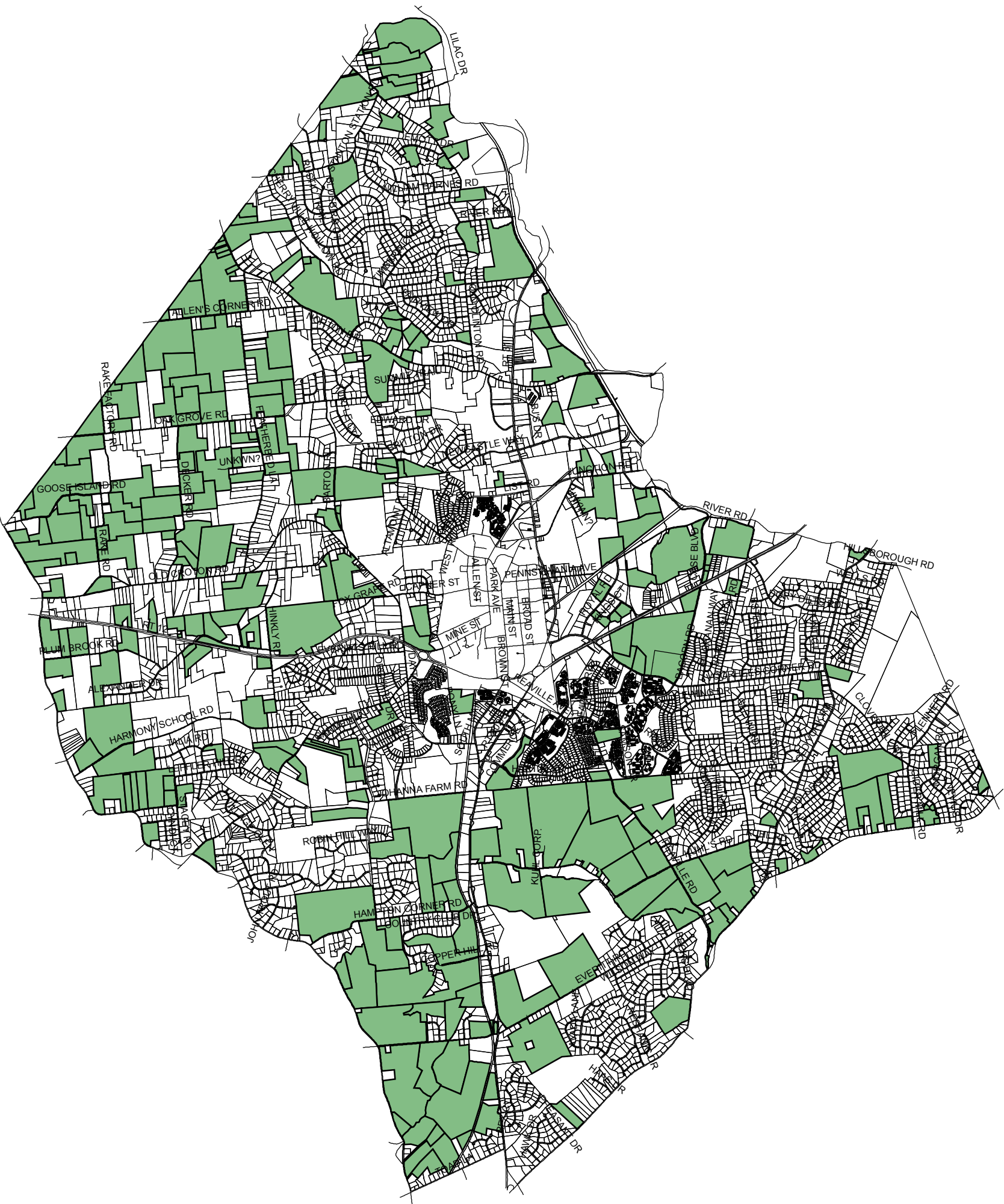
- County
- State
- Township
- Farmland
- Non-Profit
- Proposed Open Space
- Proposed Farmland
- Schools
- Private

0 3,600 7,200 14,400 Feet

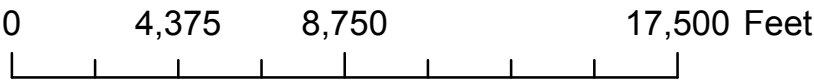


# Raritan Township Master Plan Open Space



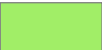
0 4,350 8,700 17,400 Feet

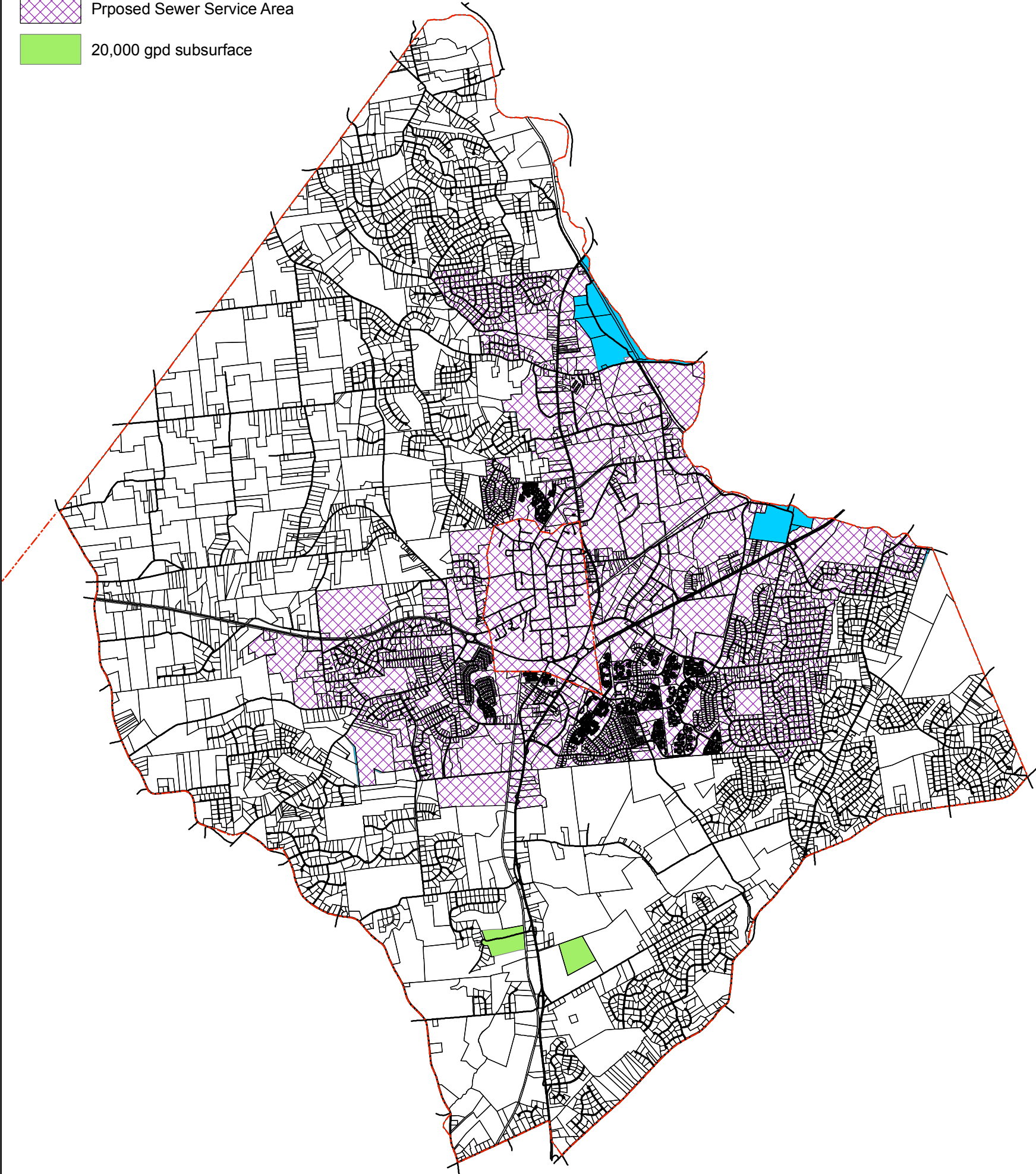


Farmland Assessed Properties




**Legend**

-  Sewer Area Deletions
-  Prposed Sewer Service Area
-  20,000 gpd subsurface

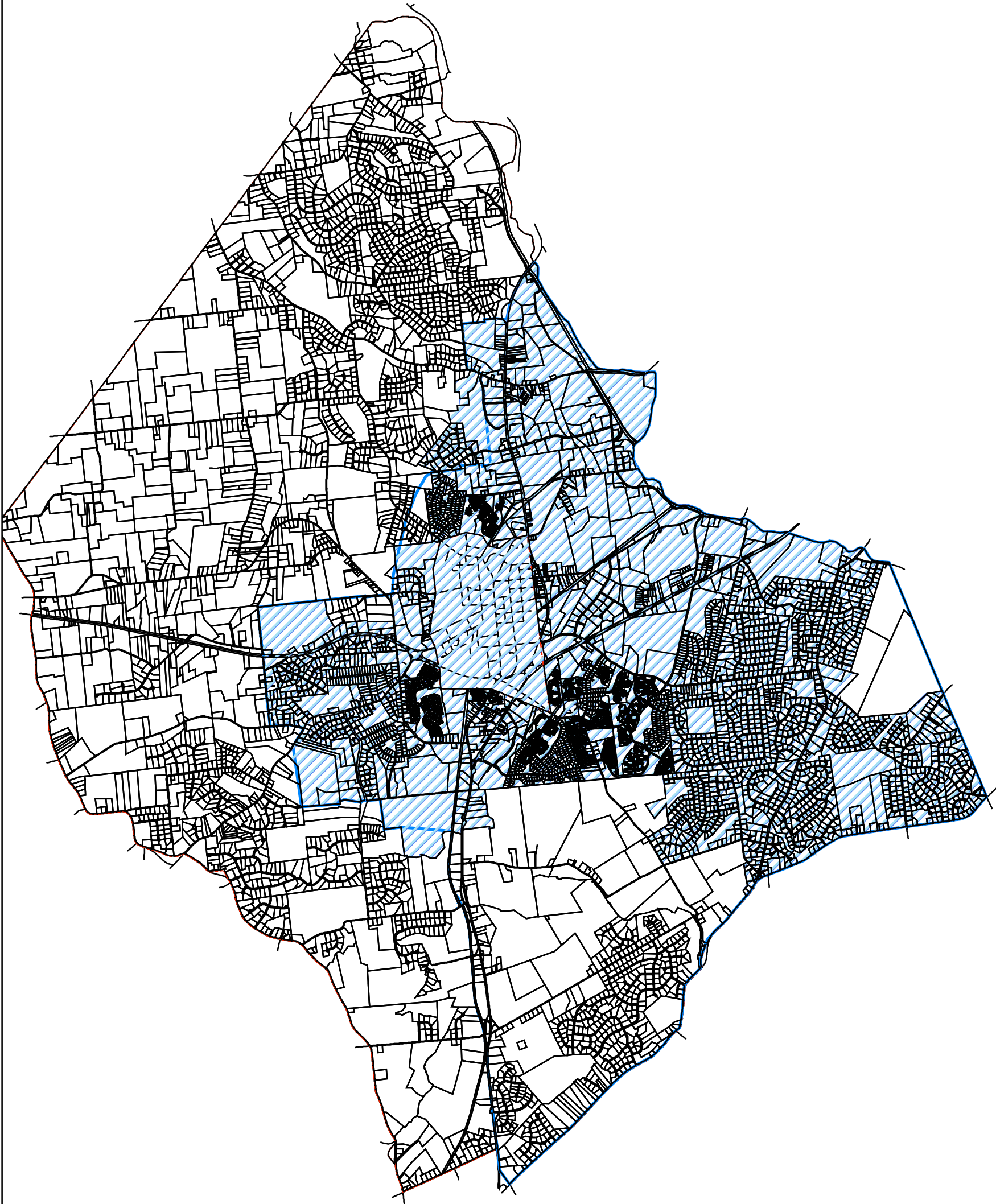


Raritan Township Master Plan  
Sewer Service Area

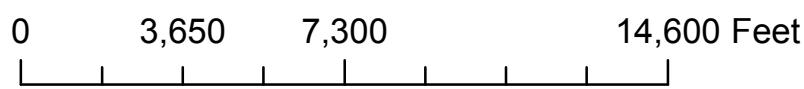
Legend

 proposed public water area

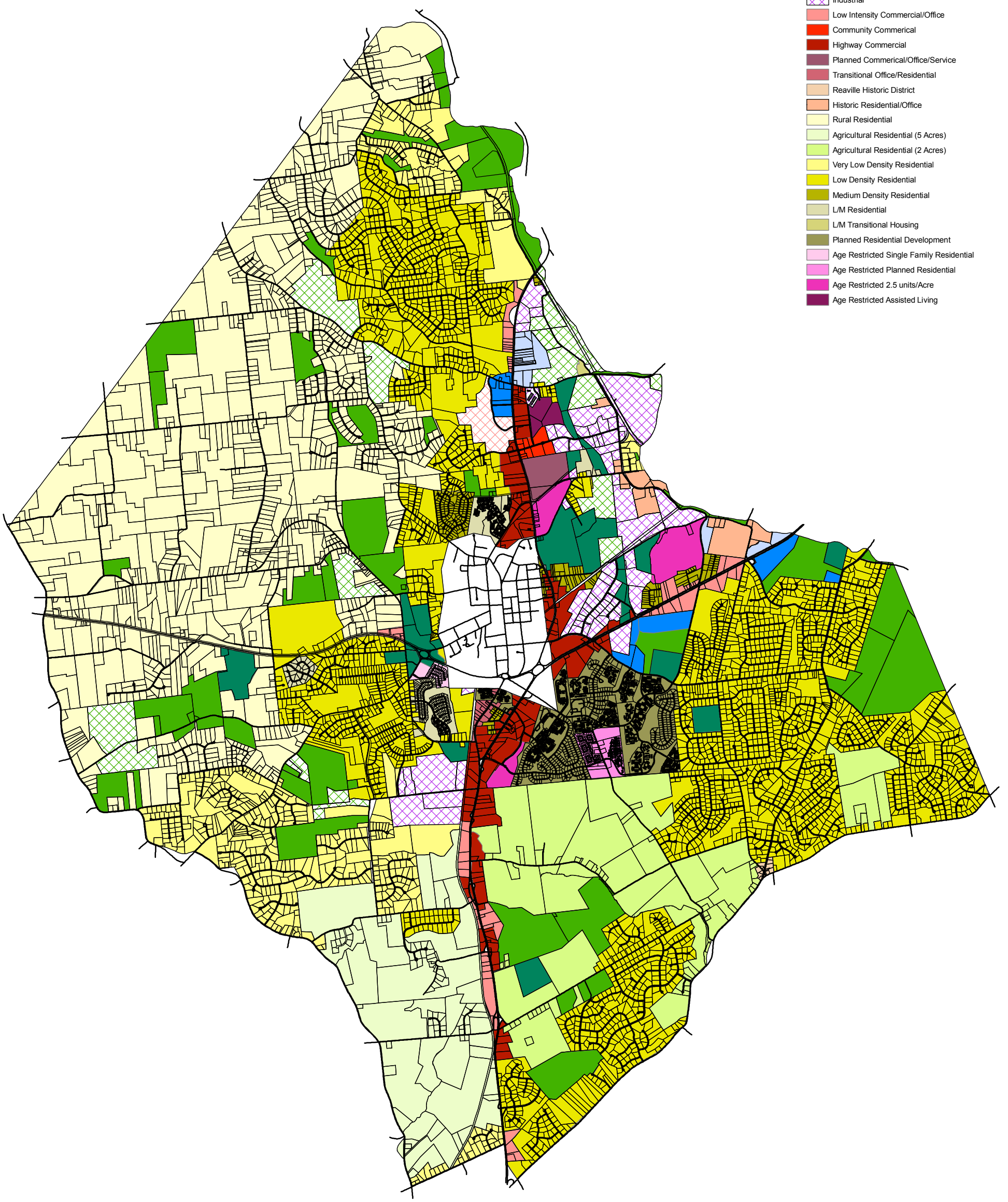
0 4,100 8,200 16,400 Feet



Public Water Service Area

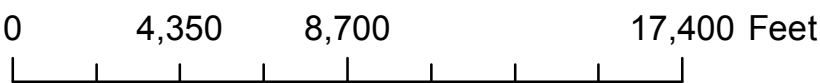


- Legend**
- Land Use 2006**
- Name**
- Public
  - Open Space
  - Proposed Open Space
  - Commerical Recreation
  - Office
  - Hospital
  - Industrial
  - Low Intensity Commercial/Office
  - Community Commerical
  - Highway Commercial
  - Planned Commerical/Office/Service
  - Transitional Office/Residential
  - Reaville Historic District
  - Historic Residential/Office
  - Rural Residential
  - Agricultural Residential (5 Acres)
  - Agricultural Residential (2 Acres)
  - Very Low Density Residential
  - Low Density Residential
  - Medium Density Residential
  - L/M Residential
  - L/M Transitional Housing
  - Planned Residential Development
  - Age Restricted Single Family Residential
  - Age Restricted Planned Residential
  - Age Restricted 2.5 units/Acre
  - Age Restricted Assisted Living



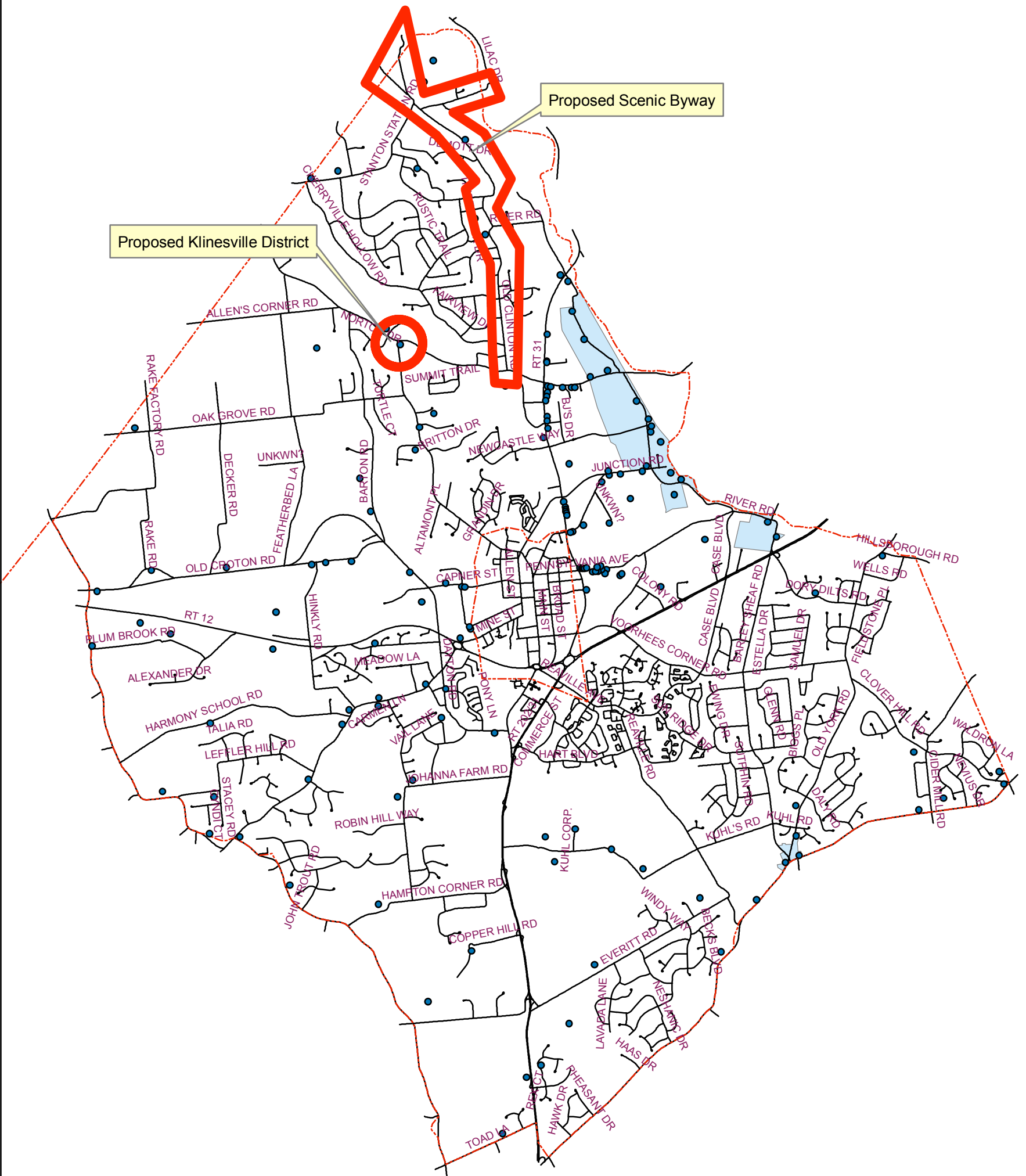
Land Use Plan

Raritan Township Planning Board



Legend

- Historic Structures
- Existing Historic Districts

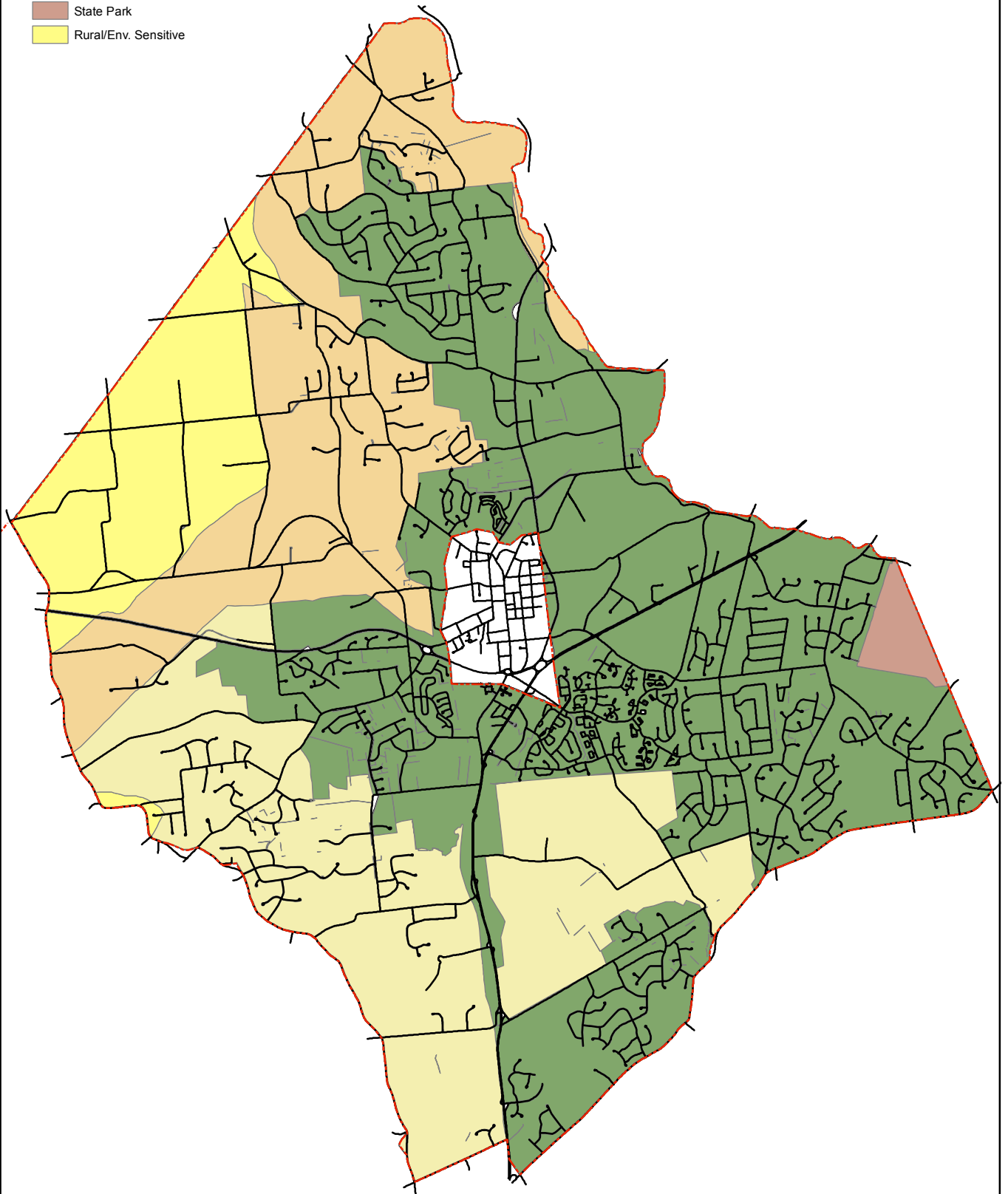


Raritan Township Master Plan  
Historic Preservation

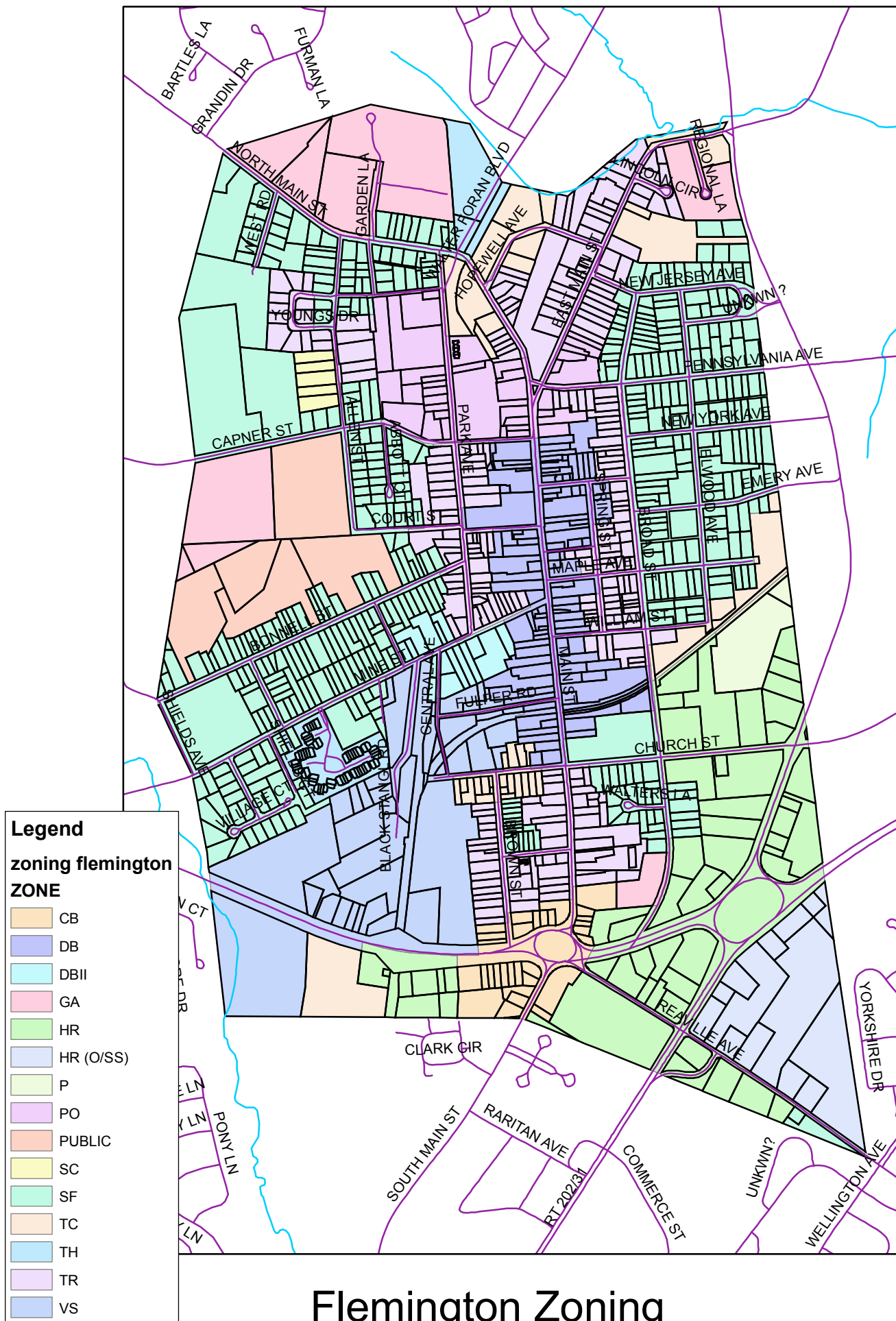
**Legend**

- Fringe
- Rural
- Environmentally Sensitive
- State Park
- Rural/Env. Sensitive

0 3,150 6,300 12,600 Feet



# Raritan Township Master Plan State Planning Areas

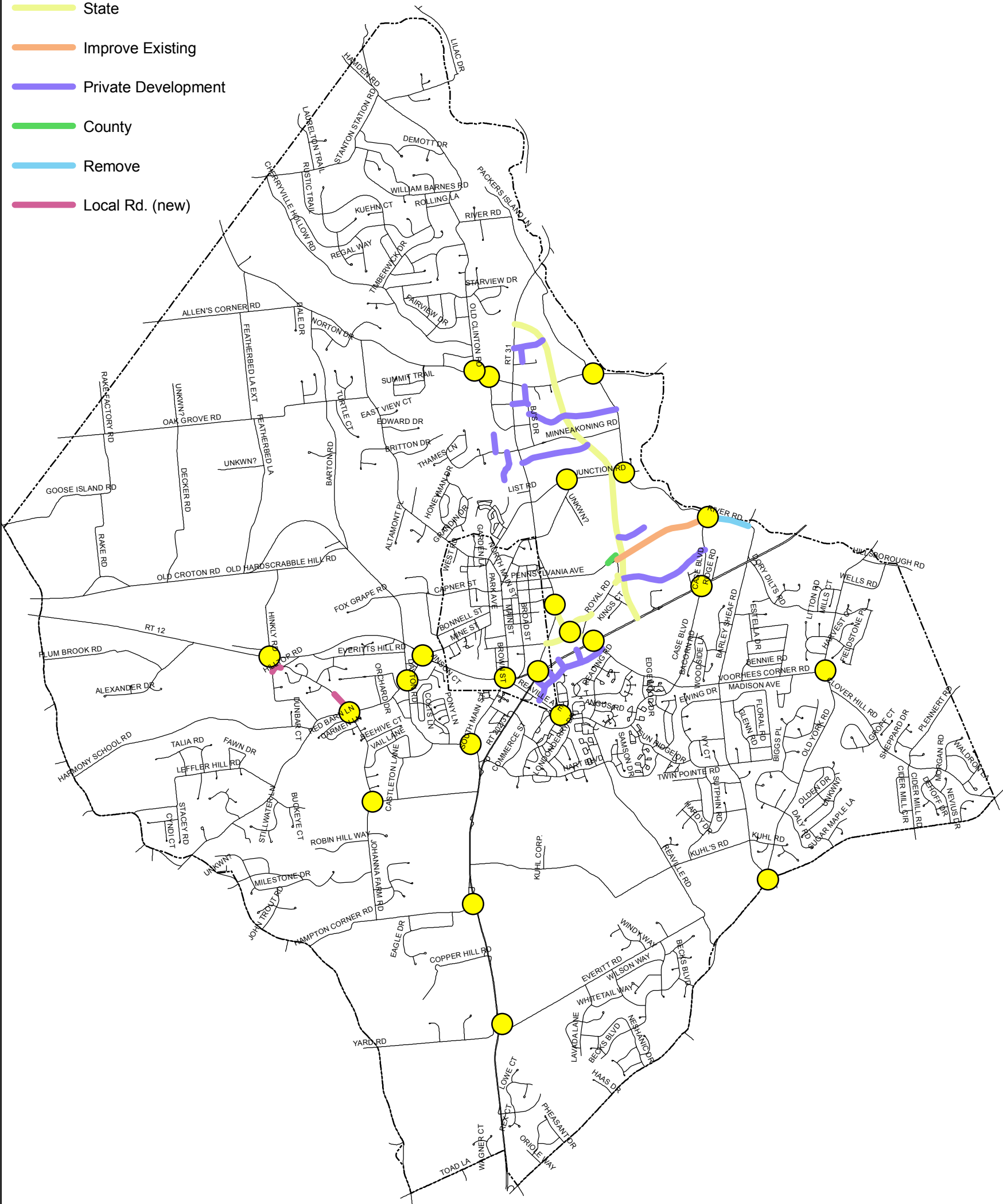


Flemington Zoning

Legend

- spot improvements
- State
- Improve Existing
- Private Development
- County
- Remove
- Local Rd. (new)

0 4,125 8,250 16,500 Feet



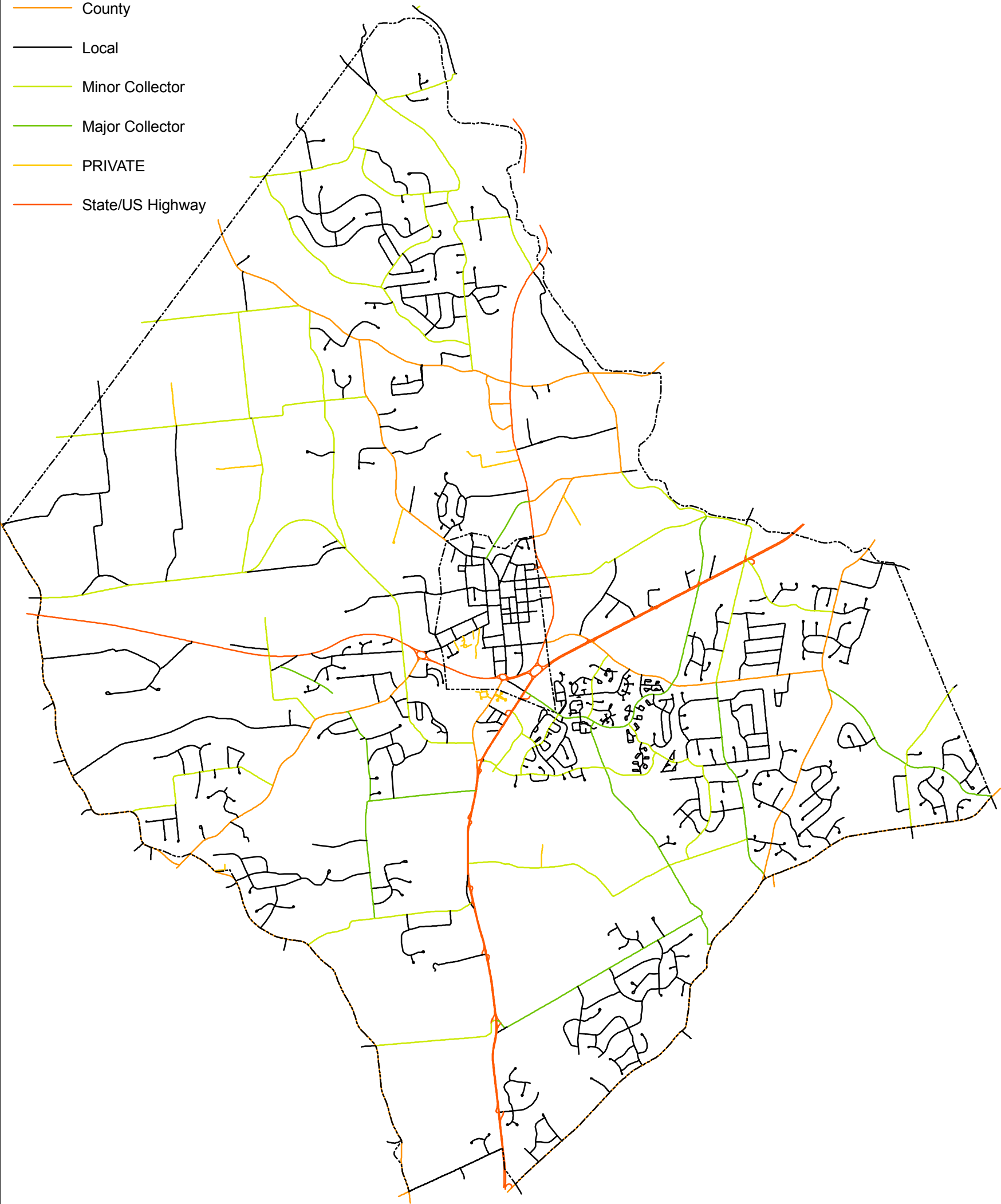
Raritan Township Master Plan  
Circulation Plan

**Legend**

**Roadway Hierarchy**

- County
- Local
- Minor Collector
- Major Collector
- PRIVATE
- State/US Highway

0 4,125 8,250 16,500 Feet

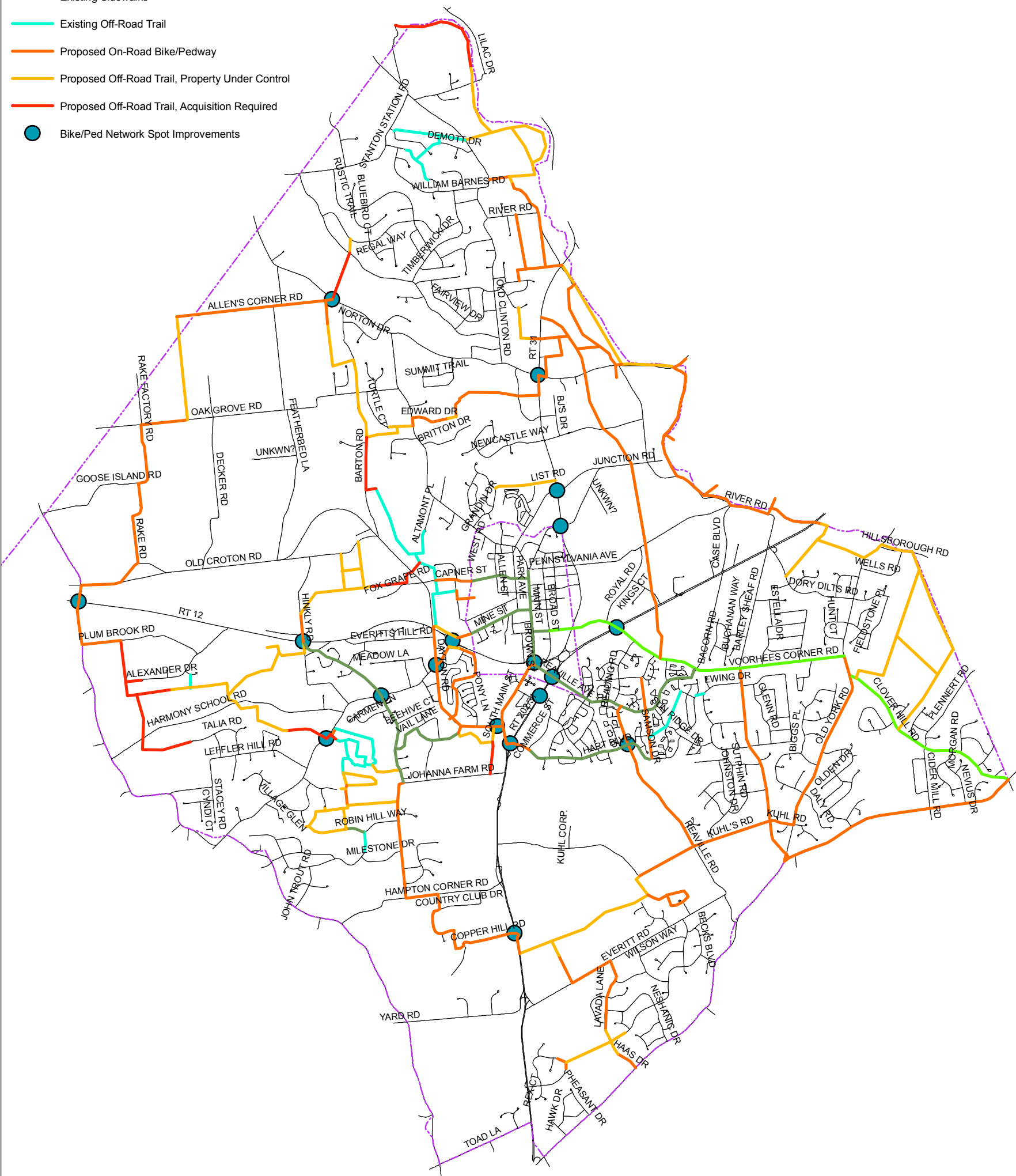


**Raritan Township Master Plan  
Roadway Hierarchy**

Legend

- On-Road Existing Bike Lane
- Existing Sidewalks
- Existing Off-Road Trail
- Proposed On-Road Bike/Pedway
- Proposed Off-Road Trail, Property Under Control
- Proposed Off-Road Trail, Acquisition Required
- Bike/Ped Network Spot Improvements

0 4,250 8,500 17,000 Feet



Raritan Township Master Plan  
Bike/Ped Plan