

Condemnation Area in Need of Redevelopment Investigation

CRANFORD
—New Jersey—

Union County, New Jersey

Block 193, Lots 6.01, 10, 11, 12, 13, and 14

Date Prepared: July 2020

Adopted by the Planning Board: _____

Adopted by the Township Committee: _____

The original of this report was signed in accordance with NJSA
45:14A-12.

MC Project No. CDP-318



Condemnation Area in Need of Redevelopment Investigation

Township of Cranford

Union County, New Jersey



Prepared by:

Nicholas A Dickerson PP, AICP
NJ License #33LI00628700



The original of this report was signed and sealed in accordance with NJSA 45:14A-12.
MC Project # CDP-318

MAYOR & TOWNSHIP COMMITTEE

Mayor Patrick Giblin
Kathleen Miller Prunty, Deputy Mayor
Thomas H. Hannen Jr.
Jean Maisonneuve
Mary O'Conner

Ryan J. Cooper, Township Attorney
Jamie Cryan, Township Administrator

PLANNING BOARD

Mayor Patrick Giblin, Class I
Kathleen Miller Prunty, Class III, Deputy Mayor
Christopher Chapman, Class II
Lynda Feder, Class IV, Alternate Secretary
Kathleen Murray, Class IV, Chairperson
Donna Pedde, Class IV, Vice-Chair/Secretary
Peter Taylor, Class IV
Julie Didzbalis, Class IV
Andrew Cossa, Class IV
Molly Hurley Kellett, Alternate #1
Roy Walton, Alternate #2

Jonathan Drill, Esquire, Board Attorney
Jason Bottcher, AICP, CFM , Zoning Officer / Planner
Richard Belluscio, Construction Code Official
Nicholas Dickerson, PP, AICP, CFM Board Planner
Jacqueline Dirmann, PE, CME, CFM, Board Engineer
Kathy Lenahan, Board Administrator

CONTENTS

Introduction	1
Criteria For Redevelopment Area Determination	4
Description of Study Area	6
Site Description	6
Property Assessment	7
Study Area History	8
Zoning in the Study Area	10
Special Improvement District.....	12
Transit Village Designation	12
Master Plans	13
Area Evaluation for Conformity with Required Redevelopment Criteria	19
Study Approach	19
Property Evaluation	20
Environmental Constraints.....	36
Conformity with Required Redevelopment Criteria	38
Study Conclusion and Recommendations	49
Appendix A: Resolutions	50
Appendix B: Zoning	52
Appendix C: Contamination	75

A note about GIS Data: This document was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not state-authorized or endorsed.

INTRODUCTION

The purpose of this report is to determine whether the Study Area, known as Lots 6.01, 10, 11, 12, 13, and 14 in Block 193 within of Township of Cranford, Union County, New Jersey, qualifies as a Condemnation Area in Need of Redevelopment, as defined by the Local Redevelopment and Housing Law (N.J.S.A. 40:12A-1 et seq., "LRHL"). This analysis has been conducted pursuant to the LRHL, which specifies the criteria that must be met within the delineated Study Area and the process to be undertaken by the Planning Board during the investigation.

This report is written pursuant to Section 6 of the LRHL (N.J.S.A. 40-12A-6), which requires the following:

- a) *No area of a municipality shall be determined a redevelopment area unless the governing body of the municipality shall, by resolution, authorize the Planning Board to undertake a preliminary investigation to determine whether the proposed area is a redevelopment area according to the criteria set forth in Section 5 of P.L. 1992 (C.40A:12A-5). Such determination shall be made after public notice and public hearing as provided in subsection b. of this section. The governing body of a municipality shall assign the conduct of the investigation and hearing to the planning board of the municipality. The resolution authorizing the planning board to undertake a preliminary investigation shall state whether the redevelopment area determination shall authorize the municipality to use all those powers provided by the legislature for use in a redevelopment area other than the use of eminent domain (hereinafter referred to as a "Non-Condemnation Redevelopment Area") or whether the redevelopment area determination shall authorize the municipality to use all those powers provided by the Legislature for use in a redevelopment area, including the power of eminent domain (hereinafter referred to as a "Condemnation Redevelopment Area").*
- b) *(1) Before proceeding to a public hearing on the matter, the Planning Board shall prepare a map showing the boundaries of the proposed redevelopment area and the location of the various parcels of property included therein. There shall be appended to the map a statement setting forth the basis for the investigation.*

(2) The Planning Board shall specify a date for and give notice of a hearing for the purpose of hearing persons who are interested in or would be affected by a determination that the delineated area is a redevelopment area.

The Township Committee, in Resolution #2020-131, dated on February 11, 2020 (see **Appendix A**), requested that the Planning Board undertake a preliminary investigation as to whether the Study Area identified in the resolution is in need of redevelopment pursuant to the LRHL. This resolution allows for the use of condemnation. On February 19, 2020, the Township Planning Board passed a resolution (see **Appendix A**) authorizing Maser Consulting P.A. to conduct a preliminary investigation to determine if the Study Area is an area in need of redevelopment pursuant to the LRHL.

Section 6b(4) of the LRHL also requires the Planning Board to hold a hearing on this matter prior to recommending that the delineated area, or any part thereof, be determined or not determined a redevelopment area by the governing body. After obtaining the Planning Board's recommendation, the Township Committee may adopt a resolution determining that the delineated area, or any part thereof, is a redevelopment area (Section 6b(5) of the LRHL). Furthermore, Section 6b(5)(e) requires that the notice of determination for a Condemnation Redevelopment Area, as required per Section 6b(5)d, shall also indicate that:

- *The determination operates as a finding of public purpose and authorizes the municipality to exercise the power of eminent domain to acquire property in the redevelopment area, and*
- *Legal action to challenge the determination must be commenced within 45 days of receipt of notice and that failure to do so shall preclude an owner from later raising such challenge.*

Before presenting the Study Area investigation and parcel level analysis, it is important to note that the determination of need presented in this analysis is only the first step of the redevelopment process and does not provide guidance with respect to planning, development or redevelopment of the Study Area.

Section 40A:12A-7 of the LRHL describes the tool (the redevelopment plan) which specifies how the redevelopment should be planned, in addition to the process through which such a plan is prepared.

A redevelopment plan, which may supersede the zoning of an area or serve as an overlay thereto, specifies the following:

- Relationship of the project area to local objectives as to appropriate land uses, density of population, improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- Proposed land uses and building requirements in the project area.
- Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
- An identification of any property within the redevelopment area, which is proposed to be acquired in accordance with the redevelopment plan. (Note: not every property in a redevelopment area must be acquired and, in fact, none may be acquired; the redevelopment plan can specify buildings or uses to remain in the redevelopment area and to be incorporated into the future design and development of the area.)
- Any significant relationship of the redevelopment plan to the master plan of contiguous municipalities, the master plan of the county, and the State Development and Redevelopment Plan.

- As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low- and moderate-income households that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
- A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan. Displaced residents of housing units provided under any State or federal housing subsidy program, or pursuant to the "Fair Housing Act," provided they are deemed to be eligible, shall have first priority for those replacement units provided under the plan; provided that any such replacement units shall not be credited against a prospective municipal obligation under the "Fair Housing Act," if the housing unit which is removed had previously been credited toward satisfying the municipal fair share obligation. To the extent reasonably feasible, replacement housing shall be provided within or in close proximity to the redevelopment area. A municipality shall report annually to the Department of Community Affairs on its progress in implementing the plan for provision of comparable, affordable replacement housing required pursuant to this section.
- Existing and proposed locations of public electric vehicle charging infrastructure.

This report and investigation are aimed only at determining whether the Study Area meets the statutory criteria to be identified as an Area in Need of Redevelopment and therefore does not contain any of the specific planning guidance contained in a redevelopment plan.

This Investigation Report is the culmination of information collected from site visits, analyses of historic aerial images, tax maps, zoning maps and ordinances, Google Maps and Bing Maps (accessed in 2020), environmental reports, and other available historical and official documents and maps. Unless otherwise mentioned, all photos were taken during a site visit on June 26, 2020.

CRITERIA FOR REDEVELOPMENT AREA DETERMINATION

Section 5 of the LRHL outlines the criteria to be considered in evaluating a Study Area for Redevelopment. An area may be determined to be in need of redevelopment if, after investigation, notice and hearing, the governing body of the municipality concludes by resolution that any one of the following relevant conditions is found:

- a) The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
- b) The discontinuance of the use of a building or buildings previously used for commercial, retail, shopping malls or plazas, office parks, manufacturing, or industrial purposes; the abandonment of such building or buildings; significant vacancies of such building or buildings for at least two consecutive years; or the same being allowed to fall into so great a state of disrepair as to be untenable.
- c) Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or entity, or unimproved vacant land that has remained so for a period of ten years prior to the adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital.
- d) Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals or welfare of the community.
- e) A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real properties therein or other similar conditions which impede land assemblage or discourage the undertaking of improvements, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare, which condition is presumed to be having a negative social or economic impact or otherwise being detrimental to the safety, health, morals, or welfare of the surrounding area or the community in general.
- f) Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by the action of storm, fire, cyclone,

tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.

- g) In any municipality in which an enterprise zone has been designated pursuant to the "New Jersey Urban Enterprise Zones Act," P.L.1983, c. 303 (C.52:27H-60 et seq.) the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment pursuant to sections 5 and 6 of P.L.1992, c. 79 (C.40A:12A-5 and 40A:12A-6) for the purpose of granting tax exemptions within the enterprise zone district pursuant to the provisions of P.L.1991, c. 431 (C.40A:20-1 et seq.) or the adoption of a tax abatement and exemption ordinance pursuant to the provisions of P.L.1991, c. 441 (C.40A:21-1 et seq.). The municipality shall not utilize any other redevelopment powers within the urban enterprise zone unless the municipal governing body and planning board have also taken the actions and fulfilled the requirements prescribed in P.L.1992, c. 79 (C.40A:12A-1 et al.) for determining that the area is in need of redevelopment or an area in need of rehabilitation and the municipal governing body has adopted a redevelopment plan ordinance including the area of the enterprise zone.
- h) The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

In addition to the above criteria, Section 3 of the LRHL, which defines the redevelopment area, allows the inclusion of parcels necessary for the effective redevelopment of the area, by stating "a redevelopment area may include land, buildings, or improvements, which of themselves are not detrimental to the health, safety or welfare, but the inclusion of which is found necessary, with or without change in their condition, for the effective redevelopment of the area in which they are a part."

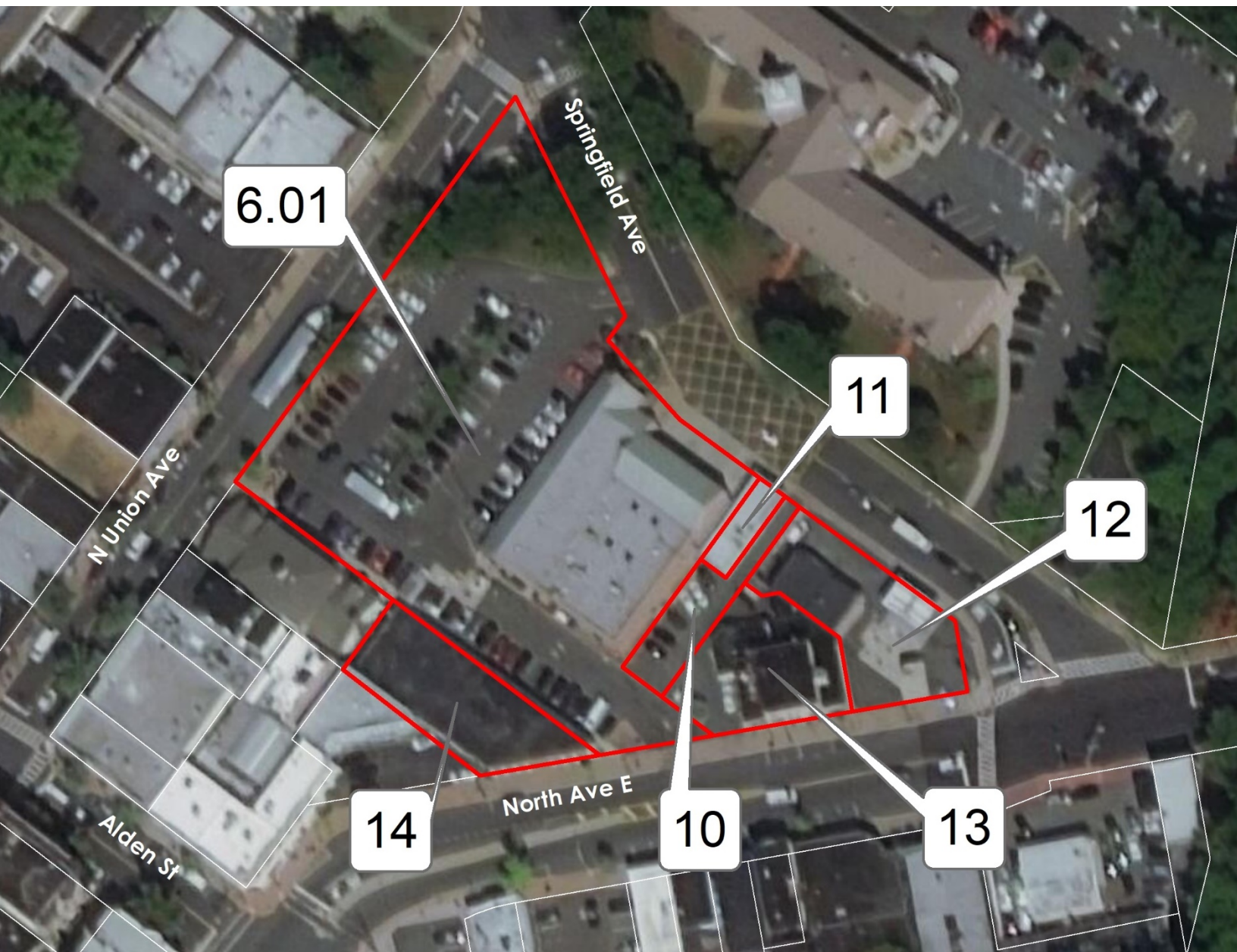
DESCRIPTION OF STUDY AREA

Site Description

The Study Area, consisting of six parcels, known as Lots 6.01, 10, 11, 12, 13, and 14 in Block 193 (See **Map 1—Study Area Map**). Found near the heart of Cranford's downtown, the Study Area contains parcels fronting on Union Avenue North, Springfield Avenue, and North Avenue East. The surrounding parcels in Block 193 and the blocks to the south and northeast are developed with commercial in uses. To the northeast, across Springfield Avenue, is the Cranford Township Municipal building.

A brief description of each lot follows; additional detail is provided in the following section:

Map 1: Study Area Map (Study Area Outlined in Red)



- Lot 6.01 is the site of the Cranford Fire Department as well as Municipal Parking Lot #1, a three-hour shopper parking lot. The lot has frontage along Union Avenue North, Springfield Avenue, and North Avenue East.
- Lot 10 fronts on Springfield Avenue and contains a one-way driveway and accompanying parking lot, held in common ownership with Lot 13.
- Lot 11 is the site of the Cranford Animal Hospital fronting on Springfield Avenue.
- Lot 12 contains a Delta Gas Station at the corner of Springfield Avenue and North Avenue East.
- Lot 13, which fronts on North Avenue East, contains a two-story building that contains four retail businesses on the ground floor—Cranford Hair Care, Island Tans, Ramen, and Hunan Wok. Upstairs contains at least one residential apartment unit.¹
- Lot 14 contains a one-story vacant structure.

This investigation focuses on whether the Study Area qualifies for designation as an Area in Need of Redevelopment, as such designation can facilitate the redevelopment of neglected parcels.

Table 1: Property Data

Lot	Area	Address	Owner	Use (MOD IV)	Land Value	Improvement Value	Improvement Ratio
6.01	1.38 acres	7 Springfield Ave.	Township of Cranford	15C (Public)	\$552,000	\$485,000	87.86%
10	3,082 sq. ft.	Springfield Ave.	Tuck Sing Continental Inc	4A (Commercial)	\$43,700	\$2,300	5.26%
11	1,143 sq. ft.	1 Springfield Ave.	Cranford Pet Vet LLC	4A (Commercial)	\$34,700	\$76,200	219.50%
12	7,482 sq. ft.	45 North Ave. E	Springfield Avenue Bp LLC	4A (Commercial)	\$219,100	\$53,000	24.18%
13	6,607 sq. ft.	39-43 North Ave. E	Tuck Sing Continental Inc	4A (Commercial)	\$175,800	\$218,400	124.23%
14	7,532 sq. ft.	27 North Ave E	Township of Cranford	15C (Public)	\$110,000	\$216,100	196.45%
Total	85,958.80 sq. ft.				\$1,135,300	\$1,051,000	92.57%

Property Assessment

Generally, a property that is generating normal economic productivity will be developed with improvements that are valued at least as much as the land itself. Properties where the land is worth more than its improvements often indicates that the improvements are old, obsolete, and/or deteriorated. They depreciate rather than appreciate as economically productive properties would. Table 1 outlines the respective lots' improvement values, along with other relevant information. As described in the table, three of the properties, Lot 6.01, Lot 10, and Lot 12 have improvements that are assessed less than the value of the land. In the case of Lot 12, the value of the improvements is only 24.18 percent of the land, and for Lot 10, improvements are only 5.26 percent of the value of the land. Overall, the Study Area's improvement value is less than the value of the land.

¹ While the residential unit is not readily visible in the tax records, a property listing (with photos) for 41 North Avenue East indicates that the upstairs contains at least one (1) residential unit. Source: https://www.realtor.com/realestateandhomes-detail/41-North-Ave-E-Cranford-NJ-07016_M65514-13503#photo0, accessed June 29, 2020.



Map 2: Tax Map Excerpt (Study Area Outlined in Red)

Study Area History

Lot 6.01

Map 3, which depicts the study area in 1922, suggests that present day Lot 6.01 was formed through the consolidation of multiple lots. These lots included three frame-structured dwellings, two of which appear to be located in the area of the present-day fire station, as well as a police station, fire department, bell tower, and a building labeled "Town Auto" in the southern half of the lot, an area used presently as the Union Avenue North and North Avenue East entrances to the municipal parking lot, and driveway to the municipal fueling station. Property tax data for Lot 6.01 indicates that the existing firehouse structure was originally constructed in 1909; this appears to be incorrect, as subsequent communications with the Township's Fire Chief revealed that the present-



Map 3: 1922 Sanborn Insurance Map of Cranford, with Study Area boundaries approximated.
Source: Princeton University Special Collections

day firehouse was constructed in 1979, and that the previous fire house was located where it is shown on the 1922 Map along North Avenue East.² Additionally, the sewer right-of-way shown on the tax map (Map 2) appears to have been a roadway in 1922.

Lot 10

Lot 10 currently serves as a parking lot and driveway. No records were found concerning what, if anything, had previously been located on the site. The 1922 map suggests that Lot 10 and Lot 11 were at one time combined and did not contain a structure.

² Chief Daniel J. Czeh, June 26, 2020.

Lot 11

According to tax records, the structure on Lot 11, presently used as the Cranford Animal Hospital, was constructed in 1935. The 1922 map suggests that Lot 10 and Lot 11 were at one time combined and did not contain a structure.

Lot 12

The property now used as a Delta Gas Station contains a structure that was built in 1957. The 1922 map suggests that this site may have been used for a similar operation prior to 1957, as it is labeled “Garage” and “Machine Shop.” That said, the 1922 use of the site appears to have been oriented toward the street, as the illustrated structure covered the entire lot in contrast to the current structure which is located toward the rear of the lot, with parking and fueling operations located along both street frontages.

Lot 13

The structure on Lot 13 was originally constructed in 1926. The 1922 map shows no structures located on this lot at the time. A second-story addition was constructed in 2000; however, historic photographs of the building would suggest that this would have been an expansion of an existing second-story. Tax records indicate that the site was the longtime home of the Allen Printing Company.

Lot 14

The structure found on Lot 14 was constructed in 1920, which appears to correspond to the 1922 map showing a brick structure on the property labeled “Garage” and “Machine Shop.”

Zoning in the Study Area

The Study Area lies entirely within the D-C Downtown Core District (See **Map 4-Zoning Map Excerpt**). **Table 2** shows a summary of the permitted uses within the Study Area, **Table 3** shows conditionally permitted uses within the Study Area, and **Table 4** shows select bulk standards for the D-C zone (these tables were truncated from the full text provided in Section 255 of the Land Development Ordinance for brevity—the full text is provided in **Appendix B**).

Lots 12 and 13 are both located in the FO Floodplain Overlay, which establishes specific requirements for development in the floodplain and defers to the underlying zoning for permitted uses, unless specifically prohibited. Prohibited uses include the expansion or construction of hospitals or nursing homes, and the storage of dangerous substances (including petroleum products). The Floodplain Overlay requires that any development that will cause a rise in flood height be fully offset.

Table 2—Permitted Uses in the D-C Zone

Antique Stores	Home furnishing stores
Apparel and accessory stores	Jewelry stores
Apparel embroidery and printing stores	Laundry and dry-cleaning services
Art Galleries	Liquor and package goods stores
Artist and artisan studios and workshops	Museums and art galleries
Bakeries	Musical instrument sales, rentals and repair shops
Bars and taverns	New and used bookstores
Beauty and barber shops	Office supply and support stores
Bicycle repair and sales shops	Paint and wallpaper stores
Building supply, garden and hardware stores	Party goods stores
Camera and photo supply stores	Pet groomers, supply and purchase stores
Candy stores	Pharmacies
Child-care centers	Photography studios
Coffee shops	Physical fitness studios, gyms, yoga and martial arts instruction
Cooking schools	Picture framing
Dance and theatrical studios	Religious goods stores
Delicatessens	Restaurant
Educational services	Secondhand and consignment stores
Essential services	Shoe and luggage repair
Eyeglass sales and repair	Sidewalk cafes
Florists	Spa, nail and hair salons
Fruit and vegetable stores	Sporting goods stores
Gift, card and novelty shops	Stationary stores
Grocery stores	Trophy Shops
Hobby and game shops	Watch and clock repair

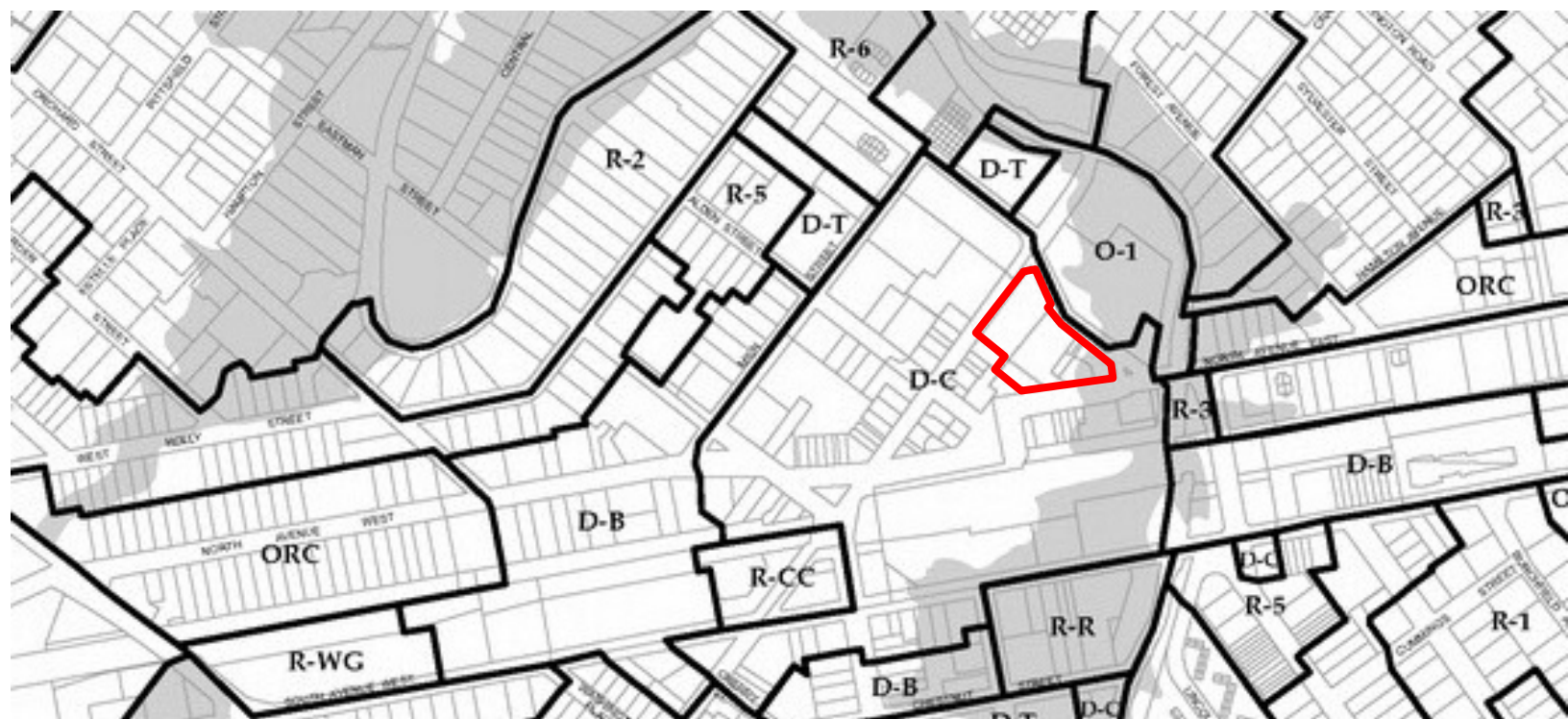
Table 3—Conditional Uses in the D-C Zone

Advertising agencies and website design companies	Performing arts studios
Appliance and electronic service, supply and repair shops	Printing and publishing services
Banks and financial institutions	Public and private garages (structured parking)
Bed-and-breakfast hotel	Residential Apartments
Convenience stores	Security brokers
Hotels	Social service agencies
Institutional and public uses	Tax return preparation service
Insurance agents and brokers	Theaters
Offices (professional, business, administration)	Veterinarian office

Table 4—Bulk Standards in the D-C Zone

Minimum Lot Area	-
Minimum Lot Width	-
Minimum Lot Area (Corner Lot)	-
Minimum Lot Width (Corner Lot)	-
Minimum Front Yard	5 ft.*
Minimum Rear Yard	10 ft.
Minimum Side (One)	0 ft.
Minimum Side (Both)	0 ft.
Maximum FAR	3
Maximum Lot Coverage	1
Maximum Building Coverage	-
Maximum Building Height (Principal Building)	3 stories/45 ft.

* Maximum and minimum figures



Special Improvement District

In addition to the zoning provisions affecting each of the Study Area properties, the entire Study Area is located within the Township's Special Improvement District (SID), intended to foster and promote investment in Cranford's downtown, and to advocate for existing and prospective businesses. Construction of new structures or alteration of existing structures in the SID is subject to special design requirements (Chapter 355) related to buildings, signage, and awnings.

Transit Village Designation

The Township has also been designated as a Transit Village by the New Jersey Department of Transportation ("NJDOT") since 2003. To date, only 33 Transit Villages have been designated statewide. To achieve this designation, a community must meet certain eligibility criteria, demonstrating a willingness to grow in the area located within a half mile of the transit station by adopting development regulations that promote Transit Oriented Development ("TOD"), identifying bicycle and pedestrian improvements to help support transit, and identifying placemaking efforts near the station (i.e. community events) that are designed to further draw people to the area.

In defining what makes for appropriate TOD, the NJDOT, in collaboration with NJ TRANSIT, created a manual of best practices to serve as a resource for communities seeking Transit Village designation.³ The best practices identified in this manual relate to site design, architectural

³ New Jersey Department of Transportation and NJ TRANSIT. *Manual of Best Practices for Transit-Oriented Development*, September 2013. Accessed online on June 12, 2020 at: <https://www.state.nj.us/transportation/community/village/pdf/todbestpracticesmanual2013.pdf>.

(building) design, and parking guidelines. These include, but are not limited to: providing transportation infrastructure that safely and conveniently accommodates bicycles and pedestrians, limits driveway curb cuts on primary pedestrian routes through the creation of shared alleyways on side streets, buildings located and designed in direct relationship to the street and pedestrian realm in order to maintain a continuous building street wall and safe and pleasant pedestrian experience, avoiding drive-through establishments, providing open space that is easily accessible, obscuring the visibility of parking structures abutting streets and walkways through the provision of ground floor retail/office uses and other design treatments, discouraging off-street parking areas located in front of a building and along pedestrian routes, utilizing measures that minimize the need for excess off-street parking (i.e. shared parking, and reducing in parking requirements within walking distance of transit, convenient access to bike parking).

Master Plans

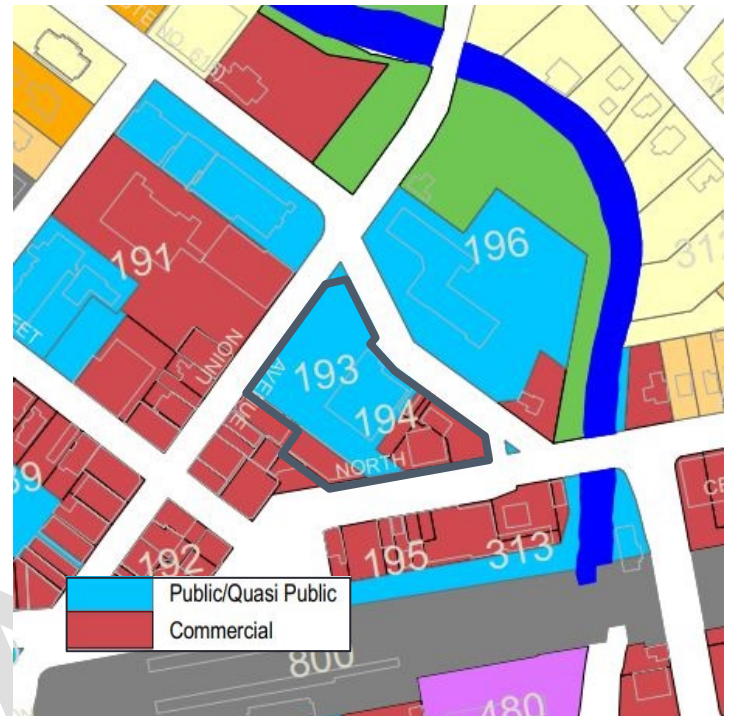
Municipal

2009 TOWNSHIP OF CRANFORD MASTER PLAN

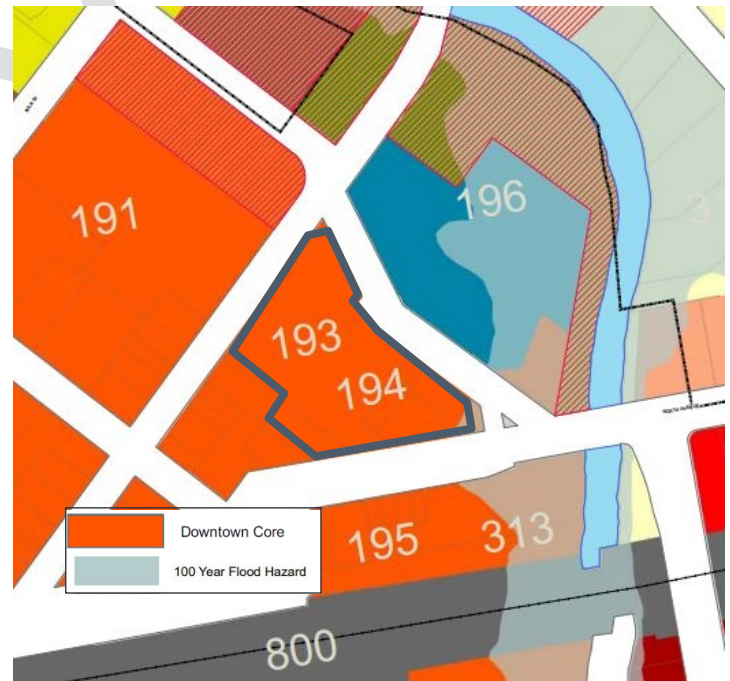
The Land Use Element of the 2009 Master Plan was designed to implement Cranford's vision for future growth, noting, "The Township envisions a vibrant Downtown, appropriate infill development, adaptive reuse of obsolete industrial and manufacturing uses and brownfield reclamation."⁴ The 2009 Master Plan recommended the establishment of downtown-specific districts that would help to direct future growth and

⁴ 2009 Master Plan, pg. LU-2.

Map 5: Existing Land Uses (2009), with Study Area boundaries approximated



Map 6: Land Use Plan Map (2009), with Study Area boundaries approximated.



development into the downtown (**Maps 5 and 6**). The Downtown Core represents the center of Cranford's Downtown, and encompasses areas appropriate for the highest level of density and intensity, providing for a mix of retail, office, and residential uses while creating a pedestrian-focused environment. As such, automobile-intensive uses, including drive-through facilities, auto repair, gasoline sales, and car dealers were recommended for prohibition in the Downtown Core.

The Master Plan also notes that the entire Downtown Core district is in the town's Special Improvement District (SID), managed by the Downtown Management Corporation (DMC). Cranford's Special Improvement District, the first such SID in the State of New Jersey, was developed for the purpose of retaining existing businesses and capture of new destination businesses.

The 2009 Master Plan also notes that the availability of parking in the downtown is a significant issue, indicating that the eight public parking lots in the downtown provided a total of 810 parking spaces. Municipal Parking Lot #1, which is part of the Study Area, provides 86 of the 810 public parking spaces in the downtown. In addition to highlighting the importance of available parking in the downtown, the Master Plan further qualifies this recommendation by noting that parking lots need to be designed to make a positive contribution to the image of the area, meet pedestrian needs for convenience, safety, and visual comfort, and be located behind storefronts in order to retain a "main street" environment.

The Master Plan also recommends the establishment of a Floodplain Overlay District to help reduce damage to life and property from flood events.

Along with relevant language regarding the Downtown Core District, the Conservation Element identifies two sites in the Study Area as containing known contamination. In addressing contamination, the Master Plan recommended the Township encourage the clean-up and reuse of certain contaminated sites.

REEXAMINATION REPORT (2019)

The 2019 Reexamination Report reaffirmed and clarified many of the recommendations and assumptions of the 2009 Master Plan, including the focus of future development in the downtown, promoting safe pedestrian circulation, promoting access to the passenger rail station, and ensuring that adequate parking exists to accommodate new growth.

With respect to the Study Area, the 2019 Reexamination Report provided the following recommendation:

[T]hat the area of North Avenue between Centennial Avenue and Alden Street, which also serves as a gateway into the downtown, be evaluated for qualification as an area in need of rehabilitation. Such designations would give the Township the power to create Redevelopment Plans to facilitate revitalization through supplemental zoning and design standards, as well as the ability to grant short-term (up to five year) tax abatements.

Rehabilitation prohibits any use of eminent domain; instead, encouraging a coordinated effort of public and private investment to achieve its goals. A rehabilitation designation may provide the economic and regulatory incentives needed to encourage reinvestment of these areas.⁵

Relevant goals to the Study Area, as updated in the 2019 Reexamination, include:

ECONOMIC AND NON-RESIDENTIAL GOALS:

- 1. Conserve and promote the economic vitality of the Downtown so that the core of Cranford remains healthy.*
- 2. Provide a parking strategy to accommodate all of the Downtown's constituents: commuters, office workers, shoppers and Downtown residents. Require adequate parking as a prerequisite to new development.*
- 3. Recognize the economic value of multi-story buildings within the Downtown. Encourage the fullest use of existing upper floors and the creation of additional upper-story floor space.*
- 4. Promote the Township's accessibility to transportation facilities such as the Garden State Parkway and New Jersey Transit rail and bus lines as attractive to both Township businesses and residents.*
- 5. Continue to develop commercial and business (i) in the Downtown, (ii) on the North, South and Centennial Avenues, and (iii) in existing centers of commerce.*
- 6. Continue to evaluate development opportunities that utilize Cranford's rail and bus lines in order to encourage an increase in mass transit usage.*
- 7. Encourage the development of a diversified economic base that generates employment growth, increases property values, and promotes the improvement of underutilized properties.*
- 8. Capitalize on Cranford's competitive advantages for economic development, including its designation as a regional work center, metropolitan location, extensive transportation and utility infrastructure, a stable and highly skilled labor force and an excellent quality of life.*
- 9. Create attractive gateways at the principal entrances to the Township through upgraded land uses, streetscape improvements and signage.*

RESIDENTIAL GOALS

- 1. Provide a wide range of housing to meet the needs of residents in diverse income groups.*
- 4. Concentrate higher density residential uses in the Downtown to take advantage of transportation infrastructure and require adequate parking as a prerequisite to new development.*

⁵ 2019 Cranford Township Master Plan Reexamination, pg. 59

6. *Require all in-fill development to be done in a manner that is consistent and compatible with the surrounding neighborhood and environment.*
7. *Ensure that public and quasi-public land use remains compatible with the needs and character of adjacent neighborhoods.*
8. *Limit developments that would generate a high volume of vehicle traffic on local and collector streets.*

CONSERVATION GOALS

14. *Promote remediation of brownfield sites and encourage sustainable reuse.*
17. *Promote development in existing nonresidential areas that accommodate alternative modes of transportation and shared parking.*
18. *Maintain participation in the National Flood Insurance Program's Community Rating System, and identify opportunities to improve the Township's rating class.*

COMMUNITY IDENTITY GOALS

1. *Develop and effectively communicate a strong and appealing identity for the Township.*
2. *Create attractive "gateways" into the Township and improve the appearance of intermediate and major thoroughfares.*
5. *Maintain and enhance the appearance of all Township-owned properties.*
6. *Encourage quality architectural and landscape design through the use of design standards that are consistent with the architectural history of the surrounding neighborhood.*

2018 HOUSING PLAN ELEMENT & FAIR SHARE PLAN

Most of the Study Area (Block 193, Lots 10, 11, 12, 13, 14, & Portion of 6.01) was identified in the Township's 2018 Housing Element and Fair Share Plan ("HEFSP") as part of a "Proposed North Avenue Redevelopment Area." The housing area would provide for a mixed-use inclusionary project, along with a municipal parking component, address downtown flooding concerns, and is designed at a scale and density that is consistent with Cranford's continued efforts to revitalize its downtown.⁶ The HEFSP recognized the inherent difficulties in realizing this plan due to the diverse ownership of the parcels within the area. As such, the HEFSP indicated that the Township could still comply with its obligation to provide affordable housing using only the municipally-owned properties in the proposed redevelopment area. However, the project would need to be scaled back from a mixed-use inclusionary project to a 100-percent affordable development.

⁶ 2018 Housing Plan Element & Fair Share Plan, pg. 30



Source: 2016 Union County Hazard Mitigation Plan

Union County

2016 UNION COUNTY TRANSPORTATION MASTER PLAN

Union County updated its Master Plan in 2016, through a revised Transportation Master Plan. Relevant goals and objectives include the following:

Goal #2 - To ensure that quality public transportation is available in Union County.

- *Support transit-oriented development*

Goal #3 - To increase safety and mobility while minimizing congestion on the roadway system.

- *Develop alternatives to capacity expansion*

Goal #6 - To encourage and support programs and policies that create transportation options and enhance quality of life.

- *Efficiently utilize capacity*
- *Promote compact, mixed-use development patterns which promote walkability and support transit*

2016 UNION COUNTY HAZARD MITIGATION PLAN

Union County's Hazard Mitigation Plan references downtown Cranford in an assessment of the damages resulting from Hurricane Irene: "Large portions of the county experienced flooding, with the most severe occurring in the municipalities of Cranford, Springfield, and Rahway. These areas were mainly impacted by flooding from the Rahway River. The storm flooded thousands of

residential homes in Cranford including the downtown area."⁷ Generally, though the Study Area is not specifically referenced, flooding poses a concern to the general area. The picture, shown above, is provided in the Hazard Mitigation Plan, which shows the extensive flooding of the Cranford First Aid Squad, which is located less than 300 feet from the southeast portion of the Study Area.

2014 UNION COUNTY STRATEGIC RECOVERY PLANNING REPORT

Flooding in the area of the downtown was also a concern raised in the County's 2014 Strategic Recovery Planning Report, where it specifically identified North/South Avenue in Cranford.

State of New Jersey

STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State Planning Commission recognizes the importance of the idea of sustainable development, variety of housing choices, and balanced communities. The State of New Jersey Development and Redevelopment Plan (SDRP) is intended to serve as a guide for public and private sector investment in New Jersey's future. The targeted Study Area is in the Metropolitan Planning Area (PA1). Metropolitan Planning Areas have strong ties with major metropolitan centers, such as New York City and Jersey City, and their development through the years was heavily influenced by these large population and economic centers. Most of these communities are heavily developed and possess small quantities of vacant land, making any future land uses reliant on redevelopment. They share characteristics such as: mature settlement patterns—resulting in a diminished supply of vacant land, infrastructure systems that generally are beyond their reasonable life expectancy, the need to rehabilitate housing to meet ever-changing market standards, and the recognition that redevelopment is necessary.

The policy objectives of the PA1 Metropolitan Planning Area include:

- Promote redevelopment and development in Cores and neighborhoods of Centers and in Nodes that have been identified through cooperative regional planning efforts;
- Reclaim environmentally damaged sites and mitigate future negative impacts;
- Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile;
- Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment in the region. Encourage the concentration of public facilities and services in Centers and Cores.

⁷ 2016 Union County Hazard Mitigation Plan, pg. 4-4

AREA EVALUATION FOR CONFORMITY WITH REQUIRED REDEVELOPMENT CRITERIA

Study Approach

An analysis of Study Area's existing physical characteristics was conducted during a site visit on June 26, 2020. In addition, this study also included an examination and analysis of Township records,⁸ historic aerial photographs and maps, the Township Master Plan and Reexamination Report, environmental constraints, and Zoning Ordinance regulations, as detailed previously in this report.

⁸ Data provided by the Township Included the following:

- Building Permits Issued in the past 5 years for each property
- Property Tax Cards for each property
- Zoning Permits and/or Violations for each property issued in the past 5 years
- Police Records for each property for the past 5 years
- Site Plans and Board decisions for each property for the past 5 years
- Fire Safety inspections and/or Violations for each property issued in the past 5 years.
- Information pertaining to property tax appeals or liens for each property in the past 5 years.



Property Evaluation

Lot 6.01

Lot 6.01 is the site of a one-story brick building with frontage on Springfield Ave, occupied by the Cranford Fire Department (**Photo 1**). At the rear of the structure are two fueling pumps—one diesel and one unleaded gasoline—used for Township vehicles.



Lot 6.01 is also the site of Municipal Parking Lot #1, which provides 86 public parking spaces (**Photo 2**).

Both uses, when combined with the internal circulation, creates a parcel that is almost entirely impervious. The northern corner of the lot has a gazebo with landscaping around it. This area appears to correspond with a sanitary sewer easement that is shown on the tax maps.



The surface parking lot, accessed from Springfield Avenue, Union Avenue North, and North Avenue East, largely fronts Union Avenue North—one of the central downtown corridors of Cranford. The lot has 86 spaces, but it lacks internal pedestrian amenities such as sidewalks or internal crosswalks to allow pedestrians to walk safely to and from their cars. The asphalt on the lot is cracked throughout and directional striping is fading particularly at the entrances, as seen in **Photo 3**. Paving appears to have occurred at different times throughout the lot, either to fill potholes or for other maintenance activities, creating an uneven surface (**Photo 4**). Subsurface failure of the pavement has also exacerbated the uneven surfaces, which has interfered with the proper drainage of the site, as seen with the standing water observed in **Photo 5**.

The municipal fueling station behind the firehouse (**Photo 6**) is located along a row of public parking spaces and the internal driveway access from North Avenue East. Communications with the Fire Chief and Township Administrator revealed that these fueling pumps are the only ones in the Township available for municipal vehicles (municipal fleet, including emergency vehicles), and when a fueling pump malfunctions or otherwise requires maintenance, the Township has agreements with neighboring municipalities to use their pumps. According to the Fire Chief and



Township Administrator, this occurs several times each year.⁹ Fueling of larger vehicles, including fire trucks in this area can create circulation problems between the firehouse and those wishing to enter or exit the parking lot via North Avenue East. The fueling station is minimally secured from unauthorized use, creating a potential hazard given its location immediately adjacent to the firehouse.

Police records show that of the 359 calls related to this site between January 2015 and April 2020, 40 percent relate to parking and automobile-related matters, such as complaints, accidents, lock outs, stops, and disabled vehicles. Others were related to property, such as materials lost or found, or theft, while others included 33 medical assistance calls, and 48 classified as "Police Information/General."

Data from the New Jersey Department of Environmental Protection ("NJDEP") indicates that the site contains multiple underground storage tanks (PI No. 000911), including a 10,000-gallon unleaded gasoline tank and a 2,000-gallon diesel fuel tank. A 550-gallon waste oil tank was removed in 2002.¹⁰ As a result of these underground fueling tanks over the years, the property is identified as a known contaminated site, which is also evident by the numerous monitoring wells located throughout the property (**Photos 7 and 8**).

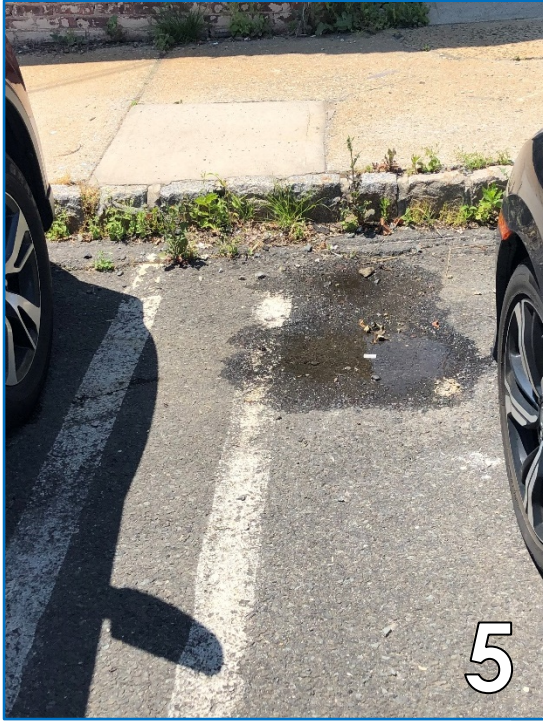


Property tax assessment records indicate that one of the fueling tanks was upgraded in 1996, followed by the removal of an old fuel dispenser and pumps in 2001, and a tank abandoned in 2001.

Construction permits issued in the past five years for the site relate to a water heater, concrete pad around the diesel pump, a generator, and a pathway for fiber optic cabling/communications points. As of April 2020, it appears that the building permits for the communications points and concrete pad were still open.

⁹ June 26, 2020 communication with Jamie Cryan, Township Administrator, and Fire Chief Daniel J. Czeh.

¹⁰ UST Tank Summary for Cranford Fire Department, PI No. 000911. NJDEP Data Miner, accessed June 9, 2020.



Lot 10

Lot 10, measuring just over 3,000 square feet, is entirely impervious and serves as a private surface parking lot for adjacent Lot 13. Parking lots are not permitted principal uses in the zone; in this case, it appears that the parking lot and driveway on Lot 10 are accessory to the building on Lot 13. It should be noted, however, that the Township defines accessory uses or structures as being “[C]ustomarily incidental to the principal use or structure *on the same lot.*” (Emphasis added) As such, the current use of Lot 10 is nonconforming in the D-C Downtown Core District.

The physical layout of the property can be described as a “Flag Lot,” where the lot frontage—the “stem”—of the flag—is wide enough to provide access onto the lot, before widening in the interior. In this instance, Lot 10 contains approximately 11 feet of frontage on Springfield Avenue, which appears to serve as a driveway (**Photos 9-10**). The larger portion of the lot is utilized for parking (**Photos 11-12**). It should also be noted, that despite this being the only street frontage, Springfield Avenue appears to only serve as an egress, as evident by a Do Not Enter sign. Instead, access onto the lot is via North Avenue East and across Lot 13. The lot appears to be deteriorating, with areas of uneven pavement, cracking, and potholes (**Photos 10-13**).

While police calls to the site were not identified due to the absence of a street address, it should be noted that, of the 108 total calls assigned to the businesses at Lot 13, 61 were related to automobile-related issues, including motor vehicle stops (33), traffic accidents (7), lock outs (5), disabled vehicles (6), parking offenses (4), parking complaint (3), suspicious motor vehicles (2), and 1 motor vehicle search.





Lot 11

The entire lot is made up of a one-story brick building owned by Cranford Pet Vet LLC and utilized as the Cranford Animal Hospital (**Photo 14**). Tax records indicate the lot measures approximately 19 feet by 60 feet, or 1,140 square feet.

The exterior of the structure is fairly well maintained, with only minor deterioration observed, including a cracked rear light fixture (**Photo 15**), and minor façade damage including cracks and peeling paint (**Photos 16-18**).

Zoning and building permits for the site show that the building has undergone numerous internal and external improvements in recent years. Of the nine building permits issued in the past five years, all have been closed except one permit related to the alarm system. Visible improvements include the construction of a front awning and sidewalk bench.

In February 2020, the property received notices of violation from the Township's Bureau of Fire Prevention and Risk Management. These violations related to the inadequacy of emergency lighting and a fire extinguisher whose inspection tag had expired.





Police records for the past five-year period show a total of 10 calls related to the site. Most of these calls were related to property (lost property (2), property found (1), non-criminal property damage (1)), while others were related to the burglar alarm (2), related to vehicles (suspicious motor vehicle and a parking complaint) (2), a general call to the police (1), and a fire call/wires down call (1).



It should be noted that veterinarian offices are conditionally permitted in the D-C Zone subject to the following conditions:

- (a) Shall be permitted on the second floor or above without limit as to size.
- (b) Shall be permitted on the first floor in existing space measuring 1,000 square feet or less.
- (c) The space shall be measured from the interior wall surface of the walls encompassing the use.
- (d) First-floor uses shall be required to provide on-site parking.

It is not clear if the existing use conforms to these conditions, or if it represents an existing nonconforming use. While the building and lot appear to measure 1,140 square feet, the internal dimensions of the structure may result in it falling below the maximum first floor threshold of 1,000 sq. ft. Additionally, unless the property owner has a shared parking agreement, it is unlikely that the use conforms to the on-site parking requirement.

Lot 12

There is an operational gas station (**Photos 19 & 21**)—a pre-existing nonconforming use—on this lot with an accompanying one-story brick building used as a specialty auto-service station (**Photos 20 & 22**). According to tax assessment records, the site was constructed in 1957. The gas station has multiple access points on both Springfield Avenue and North Avenue East.

Given its decades-long use as a gas station, the site has contained numerous underground storage tanks. Data from the NJDEP on the site (PI No. 003546) indicates that the site presently contains three 8,000-gallon unleaded gasoline tanks.¹¹ Also observed on the site was an aboveground storage tank (**Photo 23**) and several storage drums containing automobile fluids (**Photos 23-24**), which are located outside along the Springfield Avenue frontage, along with an unenclosed dumpster (**Photo 22**). The pavement beneath the area around the blue storage drum to the left of the aboveground storage tank in **Photo 23** appears to show signs of a previous spill or other leakage. Records from the Township's Health Department indicate that spills have occurred on site in the past, including a gasoline leak from an automobile on the site in 2018.¹²

In addition, the site previously contained a 4,000-gallon unleaded gasoline tank, a heating oil tank, a 550-gallon waste oil tank,¹³ a 500-gallon waste oil tank, a 6,000-gallon unleaded gasoline tank, a 3,000-gallon light diesel fuel tank, and a 3,000-gallon leaded gasoline tank.

Drainage from the roof appears to be directed onto the egress driveway of adjacent Lot 10 (**Photo 25**); it is unknown whether an agreement with the neighboring property owner exists. This design enables stormwater to pick up various pollutants before emptying into storm drains or the Rahway River. The location of these roof downspouts above walkway and loading areas create a potentially hazardous condition for pedestrians and vehicles, particularly during the winter months when ice can quickly accumulate.



¹¹ UST Tank Summary for Springfield Ave BP LLC, PI No. 003546. NJDEP Data Miner, accessed June 9, 2020.

¹² Suspected Hazardous Substance Discharge Notification, NJDEP Case number 18-12-31-1333-36, dated January 1, 2019. Incident date December 31, 2018.

¹³ Township records indicate that a Response Action Outcome for Unrestricted Use was issued on October 21, 2016 for the remediation of the 550 gallon waste oil underground storage tank. UST Registration #003546, UST Closure #N16-0658. This notice indicated that this Response Action Outcome specifically did not address the groundwater contaminated with benzene, ethylbenzene, toluene and/or xylenes.



Although the site received Board of Adjustment approval on March 24, 2014 to demolish the existing repair garage, build an office and new gas pump island and canopy over existing and new pumps, it does not appear that this plan was implemented. A Zoning Permit was issued in March 2018 to maintain the existing auto repair shop/gas station. Additionally, recent building permit activity over the past five years indicate that there have been efforts to improve the site, including the installation of a steel canopy and removal of an underground storage tank. These

permits all appear to still be open, despite their being filed in 2015 and 2016.¹⁴ Additionally, a zoning permit was issued for canopy construction in February 2015.

The site was subject of a zoning violation in April 2015 for temporary signs installed without permit/approval.¹⁵

The site has been the subject of 29 police calls between February 23, 2015 and June 25, 2019. The largest number of police calls were related to suspicious incidents/acts and disputes (either civil or verbal) (6), theft (3), and others were related to a variety of matters such as vehicle stops, well checks, fire calls, and non-criminal property damage.



¹⁴ A reference to another permit, related to the installation of a sign in 2018, is currently under review, as no hard copy was found.

¹⁵ Information concerning abatement was not available, however, according to Jason Bottcher, Zoning Officer, the violation can be assumed to have been abated.

Lot 13

Lot 13 is a lot containing a two-story building with a flat brick façade with stucco sides (**Photo 26**), originally constructed in 1926. A second-story addition was added in 2000. The property is accessed from North Avenue East, with vehicular egress to Springfield Avenue via Lot 10.

The roof drainage system from the structure does not appear to be appropriately maintained, as evident in **Photos 27-28**. In **Photo 27**,

the downspout appears to empty above an open pit, seemingly protected from tripping hazards by a bucket lid. In **Photo 28**, the downspout connection to the drain is not flush, creating the potential for stormwater to empty onto the sidewalk or entrance driveway of the neighboring gas station. Uncontrolled stormwater allows relatively clean rainwater collected on rooftops to pick up various pollutants before emptying into storm drains or the Rahway River. The location of these roof downspouts above walkway and loading areas create a potentially hazardous condition for pedestrians and vehicles, particularly during the winter months when ice can quickly accumulate.





The structure's exterior exhibits minor signs of deterioration, including peeling paint from the wall signs (**Photos 29-30**), a detached window lintel (**Photo 29**), and missing bricks from the front façade (**Photo 31**). As seen in **Photos 29-31**, the entryways for the storefronts each have a window air conditioning unit mounted above the doorway, despite the presence of numerous HVAC units found on the rooftop (**Photos 32-33**). These doorway units each appear to have been modified with a makeshift funnel and tube system to prevent air conditioner condensation from dripping on patrons or pedestrians on the sidewalk. Other unconventional improvements were observed at the rear of the structure, where an enclosure appears to have been constructed above the first floor to provide some shelter for mechanical equipment (**Photos 32-33**); the use of the gardening hose attached to this shelter is not immediately clear, but it would seem that it is also used for the purposes of redirecting air conditioning condensation to the parking area. It is unclear if any of these improvements received or would require a building permit. Similarly, one of the rear access doors seen in **Photos 32-33** appears to be stuffed with plastic sheeting. It is not clear if this is used for insulation or as a makeshift screen.

Similar to Lot 10 (which is in common ownership with Lot 13), the entrance drive appears to be deteriorating, with areas of uneven pavement, cracking, and potholes (**Photo 34**). As visible in **Photos 32-33**, no enclosures for dumpsters and other waste receptacles are provided; this lack of organization between the waste area, parking, loading, and circulation can reduce the overall efficiency of each.



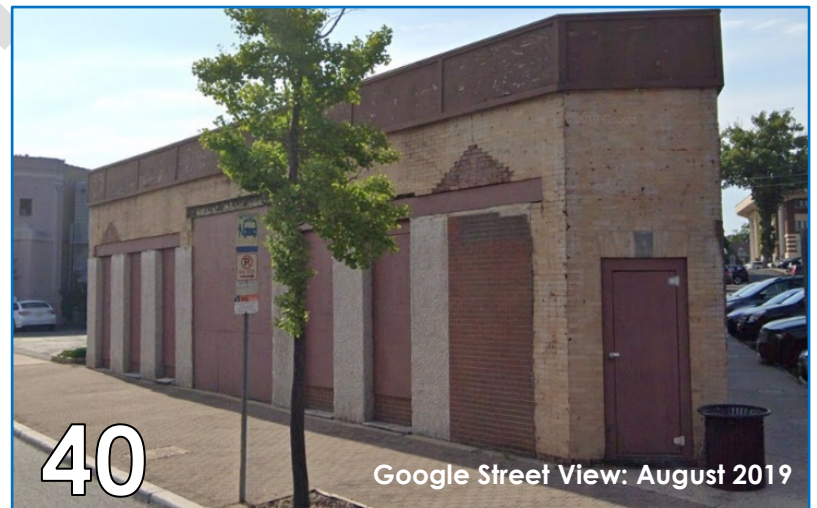
The site received a Zoning Permit issued in May 2015 for new window signage for Island Tans. However, a zoning violation was also issued in September 2016 for excessive window signage.

Of the 115 police incidents related to the site, the largest individual category related to motor vehicle stops (36). As described in the review of Lot 10, which is held in common ownership as Lot 13, some of the police calls relating to automobiles, such as lockouts, disabled vehicles, parking complaints, may have related to Lot 10, which serves as a parking lot for Lot 13, although some on-street parking exists for Lot 13. Other calls ranged from disputes (9), either civil or verbal, to theft or fraud (4), to suspicious persons or incidents (12), while others were related to fire calls (4).



Lot 14

The entirety of Lot 14 consists of a boarded-up one-story building. Records indicate it was previously a commercial use. Based on communications with Township Officials, historic Google Street View imagery, and news articles, the site does not appear to have been utilized since at least since 2007.¹⁶ The building was acquired by the Township in December 2015. The building's rapidly deteriorating facades can be seen in **Photos 35-40** below, which shows the Google Street View imagery in 2007 and 2019. **Photos 41-43** show portions of the brick and exposed aggregate façade peeling away, and **Photos 42-43** show damage to the underlying brick structure, including



¹⁶ 2007 Google Streetview imagery shows the building listed for sale. Additionally, the site was the subject of a planning board application in 2012, where a September 25, 2012 news article from the time "Cranford planning board considers proposed counseling center for recovering addicts" (Christy Potter, Cranford Chronicle. Found on NJ.com) suggests that the building had been empty for several years.



cracks and missing bricks. **Photo 44** shows peeling paint, found primarily on the eastern façade of the structure, facing the public parking lot and along the sidewalk access to the parking lot. It is not clear when this paint was originally applied; if the paint dates back to 1978 or earlier, then it is possible it contains lead.



As evident in **Photos 35-40** and **Photo 45**, the building's brick facade façade has been removed, leaving only wood, which is also showing signs of deterioration.

A narrow gap exists between the subject structure and the neighboring property (**Photo 46**) which is filled with litter and bricks. Communication with the neighboring property owner indicates that this has interfered with stormwater drainage, leading to stagnant water that is resting along the foundation of the neighboring structure. There is also a concern that the presence of litter, including food and beverage containers can attract rodents and other pests.

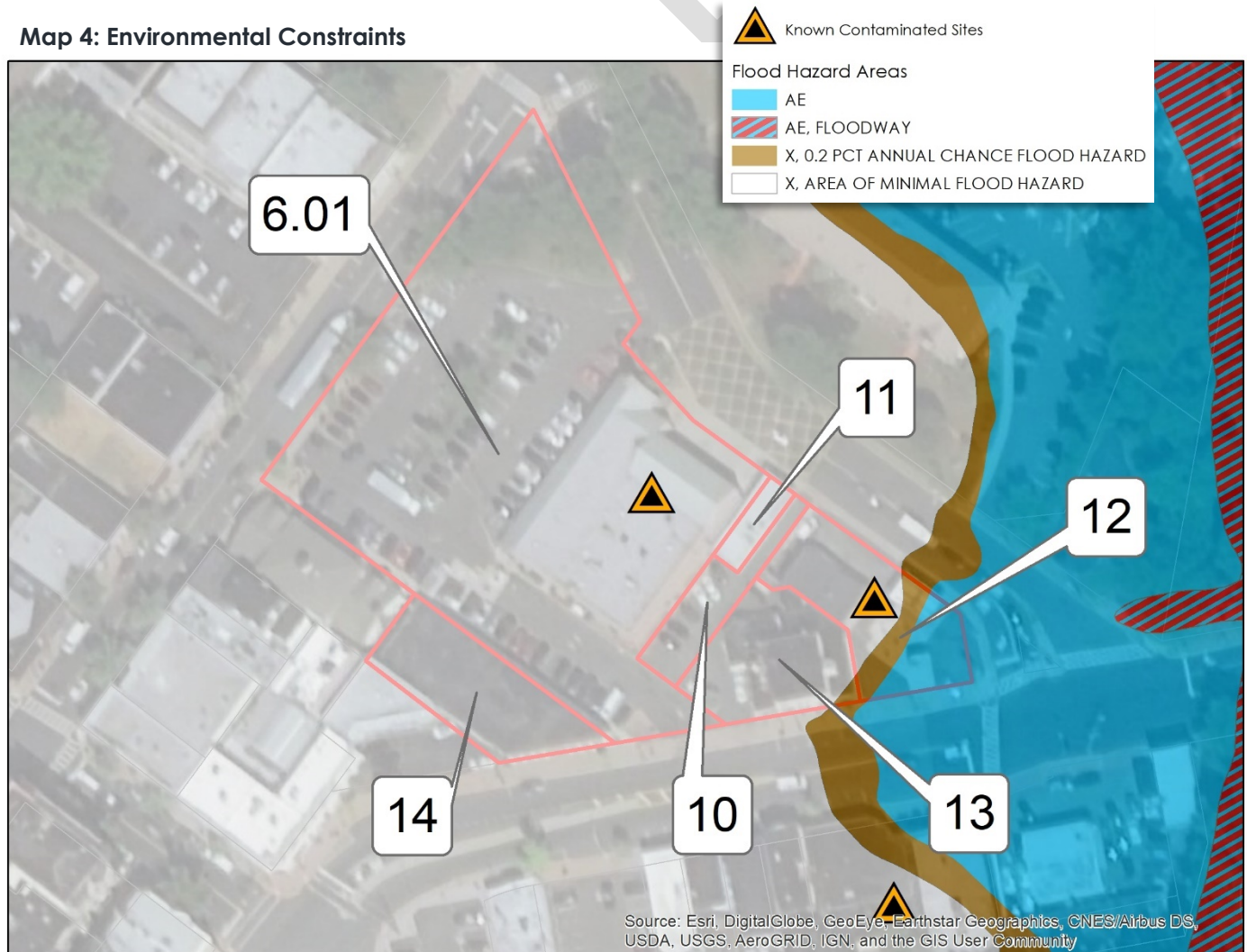
Only one police call, concerning a disabled motor vehicle, was identified as being related to this site over the past five years.

Environmental Constraints

Flood Hazards

The proximity of the Rahway River to downtown Cranford, and particularly the Study Area, puts it at risk of flooding, particularly during or following heavy rains and other storms. Based on the Township's Zoning Map, Lots 12 and 13 have some of their area located within the Floodplain Overlay. This is generally consistent with the flood hazard maps¹⁷ that have been developed by the Federal Emergency Management Agency ("FEMA"), used to help determine the risk of flood prone areas. Lot 12 is located within the mapped AE flood zone, as shown in **Map 7—Environmental Constraints**.¹⁸ The AE flood zone, also commonly referred to as the 100-year floodplain, signifies an area where the risk of flooding in a given year is one percent. **Map 7** also shows that a portion of Lots 12 and 13 are located in a part of the mapped X Flood Zone that carries a 0.2 percent annual chance of flooding (known as the "500-year floodplain").

Map 4: Environmental Constraints



¹⁷ Effective FIRM, dated September 20, 2006.

¹⁸ It should be noted, however, that a topographic survey of each property would be needed to accurately confirm the extent and boundaries of the floodplain in this area.

Contamination

Lot 6.01 is an active contaminated site (Site ID 45348; PI Number 000911), classified as a remedial level C2, indicating that the sites have impacts to soils and groundwater from a source on the site. This is likely from the underground storage tanks that have been located on the property. The remediation of Lot 6.01 is under the oversight of the Licensed Site Remediation Professional (LSRP) program. Data from NJDEP indicates that the most recent action related to this case occurred in May 2020, when the LSRP retention form was received. This followed the completion and submission of a remedial investigation and report in 2015. A Remedial Action Report was due, along with Remedial Action to be completed for all areas of concern by May 6, 2019, however, this process seems to have been delayed as no dates of completion have been provided, and considering that the LSRP retention form was originally scheduled to be due in December 2018, but submitted in May 2020.¹⁹

Similarly, the gas station on Lot 12 appears to be partially located in the floodplain and is also an active contaminated site (Site ID 1254; PI Number 003546), with a C2 remedial level from a source on the site. The gas station remediation is also under the oversight of the LSRP program. Data from NJDEP indicates that the most recent action related to this case occurred in April 2019, when the Remedial Investigation Report was received. Subsequent tasks, including the Remedial Action Report and completion of Remedial Action for all areas of concern have a due date of February 28, 2022.²⁰ Health department data from the Township in 2012 indicates that groundwater contamination above the remediation standards (N.J.A.C. 7:9C) was encountered when it was tested in July 2011.²¹ Additional for each site obtained from NJDEP can be found in Appendix C.

¹⁹ NJDEP Data Miner. Case Tracking Tool by PI Number, PI Number 000911. Last Accessed July 16, 2020.

²⁰ NJDEP Data Miner. Case Tracking Tool by PI Number, PI Number 003546. Last Accessed July 16,, 2020.

²¹ New Jersey Department of Environmental Protection Site Remediation Form—Receptor Evaluation Form. Dated February 24, 2012.

Conformity with Required Redevelopment Criteria

As described in the previous sections, an area may be determined to be in need of redevelopment if, after notice and hearing, the governing body of the municipality concludes by resolution that the area is found to meet one or more of the criteria described in Section 5 of the LRHL.

The following redevelopment criteria apply to the Study Area and are explained below:

Criterion “a”

The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.

This is applicable to **Lot 14** for the following reasons:

- The structure is in a state of neglect and disrepair since at least 2007, with boarded up windows and doors, peeling paint, and an aging brick infrastructure, including missing or broken bricks (**Photo 47**). Multiple façade treatments to the building are in varying states of disrepair.



Criterion “b”

The discontinuance of the use of a building or buildings previously used for commercial, retail, shopping malls or plazas, office parks, manufacturing, or industrial purposes; the abandonment of such building or buildings; significant vacancies of such building or buildings for at least two consecutive years; or the same being allowed to fall into so great a state of disrepair as to be untenable.

This is applicable to **Lot 14** for the following reasons:

- The structure has exhibited a significant vacancy rate lasting in excess of seven (7) years. During this time, the building has continued to deteriorate, ranging from cosmetic damage, such as peeling paint and façade treatments, to more serious structural issues, including missing and cracked bricks (**Photo 48**).



Criterion “c”

Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or entity, or unimproved vacant land that has remained so for a period of ten years prior to the adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital.

This is applicable to **Lot 6.01** for the following reasons:

- This site is owned by Cranford Township, and while a portion of the site is utilized by the Fire Department, the majority of the property serves as a surface parking lot for the downtown (**Photo 49**). The presence of an active known contaminated site limits the development potential of the lot.



Criterion “d”

Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals or welfare of the community.

Criterion “d” is applicable to [Lot 6.01](#) for the following reasons:

- Presence of contamination from underground storage tanks and fueling operations.
- The open and unsecured location of the fueling pumps immediately adjacent to the fire house creates a potential safety hazard.
- The continuous repairs needed to maintain the fueling pumps adversely affects municipal operations when municipal vehicles must utilize pumps in neighboring municipalities.
- This parcel is almost entirely covered in impervious surfaces, including an expansive surface parking lot, driveways, and fire house. The excessive impervious coverage and the site's use have the potential to contribute adverse environmental impacts, such as generating large amounts of stormwater runoff, particularly concerning when the surrounding areas contain flood hazard areas and have experienced severe flooding.
- While providing parking to residents, guests, and businesses is recommended in the Master Plan, the expansive surface parking lot in the downtown disrupts the continuity of the corridor along both Union and North Avenue East and is contrary to transit oriented development.

Criterion “d” is applicable to [Lot 10](#) for the following reasons:

- This parcel is entirely covered in impervious surfaces, with its driveway and parking lot covering the entirety of the site. The excessive impervious coverage and the site's use have the potential to contribute adverse environmental impacts, such as generating large amounts of stormwater runoff, particularly concerning when the surrounding areas contain flood hazard areas and have experienced severe flooding.
- A standalone parking lot is not a permitted principal use in the D-C Downtown Core District. While it is owned in conjunction with Lot 13, and effectively serves as an accessory to the uses on Lot 13, off-site accessory uses are not permitted.
- The property's “Flag Lot” shape means that the lot only has 11 feet of frontage along Springfield Avenue, limiting its ability to be developed.

Criterion “d” is applicable to [Lot 11](#) for the following reasons:

- This parcel is entirely covered in impervious surfaces, with the building covering the entirety of the site. The excessive impervious coverage and the site's use have the potential to contribute adverse environmental impacts, such as generating large amounts of stormwater runoff, particularly concerning when the surrounding areas contain flood hazard areas and have experienced severe flooding.
- The lot and structure measure approximately 19 feet in width by 60 feet in depth. These limited dimensions make it unlikely that the structure could be elevated above a single story.

Criterion “d” is applicable to [Lot 12](#) for the following reasons:

- This parcel contains an active known contaminated site, and is classified as Level C-2 contamination, which indicates soil and groundwater impacts.
- The parcel, an active gas station and repair garage, is located within a mapped floodplain, where the average annual chance of flooding is 1 percent. The existing facility was originally constructed in the 1950s, prior to modern floodplain regulations. The Township has sought to reduce the potential hazards of flooding through the adoption of its Floodplain Overlay, which prohibits the storage of petroleum products.
- The Township’s Master Plan and zoning regulations have sought to prohibit automobile-intensive uses in the downtown, and the current use is an existing nonconformity. The multiple vehicle access points to the site is contrary to these recommendations and requirements, disrupting the street façade of a downtown, and creates potential hazards for pedestrian traffic.
- The current use of fueling stations and an automobile repair center is becoming increasingly obsolete in favor of 24-hour fueling and convenience operations.
- The rooftop drainage system empties onto neighboring Lot 10, impairing stormwater quality and creating a potential hazard particularly in winter months for vehicles and pedestrians.

Criterion “d” is applicable to [Lot 13](#) for the following reasons:

- The multiple vehicle access points to the site is contrary to these recommendations and requirements, disrupting the street/building wall of a downtown, and creates potential hazards for pedestrian traffic.
- The rooftop drainage system has numerous deficiencies that can result in stormwater emptying onto sidewalks and neighboring Lot 12, impairing stormwater quality and creating a potential hazard particularly in winter months for vehicles and pedestrians.
- The building shows visible signs of disinvestment, while other improvements to the property appear to be temporary or improvised.



- Lot 13 contains numerous unenclosed dumpsters, whose haphazard and disorganized arrangement creates underutilized space in the downtown that inhibits efficient parking and loading (**Photo 50, also Photos 32 and 33**)

Criterion “d” is applicable to **Lot 14** for the following reasons:

- The subject lot is located within close proximity to the transit station, yet it is limited to one story. In contrast, most neighboring buildings are 2-3 stories.
- A narrow gap located between the structure on Lot 14 and the structure on a neighboring property is littered with debris and is not well maintained. Communications with the neighboring property owner have indicated that this space collects and retains rainwater that then impacts his building. As the litter observed included food wrappers and beverage cans, there is also a concern that the site is a nuisance for neighboring properties that can attract rodents and other pests.

DRAFT

Criterion “e”

A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein or other conditions, resulting in a stagnant or not fully productive condition of the lands potentially serving useful and valuable for contributing to and serving the public health, safety and welfare.

Criterion “e” is applicable to **Lots 10, 11, 12, and 13** for the reasons described below.

In accordance with the New Jersey Supreme Court decision of *Gallenthin Realty Development, Inc. v. Borough of Paulsboro* (A-51-2006), the evaluation of the “e” criterion should include the following:

1. A finding of title problems, diverse ownership, unique lot configuration, or other similar circumstances affecting the study area;
2. A showing of how these factors result in the properties being stagnant and unproductive and impeded their ability to be develop or redeveloped in a manner that would benefit the community; and
3. A determination that the stagnant and unproductive characteristics of the property are having a deleterious effect on the surrounding area of community as a whole.

Using the *Gallenthin* standards as a guide, this portion of the study area meets the “e” Criterion of the LRHL for the following reasons:

1. A finding of title problems, diverse ownership, unique lot configuration, or other similar circumstances affecting the study area;



Map 5: Parcel Layout Illustration

As illustrated in the reference maps in the preceding sections and described throughout this analysis, the configuration of these lots is also unique, which can interfere with the proper utilization of the area creating a detriment to the health, safety, and welfare of the community. **Map 8** illustrates the diverse ownership and unique lot configuration found on these lots.

Lots 10 and 13 are held in common ownership, but Lots 11 and 12 are owned separately and individually. As described in the property evaluations, despite different owners, Lots 11 and 12 both utilize Lot 10: the rear of the building on Lot 11 exits directly onto Lot 10. Stormwater infrastructure on Lot 12

discharges directly onto Lot 10. If the common owner of Lot 13 and Lot 10 were to combine the lots to develop or redevelop the properties, it could block the rear exit of the building on Lot 11, creating a safety issue for the existing improvements on Lot 11. Furthermore, improvement of the portion of Lot 10 situated between Lots 11 and 12 would result in a vacant alleyway producing a stagnant condition.

This unique lot configuration inhibits the independent development or redevelopment of Lots 10, 11, 12 and 13. The small size of Lot 11 prevents development of a second story. Similarly, the limited amount of frontage of Lot 10 along Springfield Avenue would severely limit its own development. Lot 12 is a corner lot located in a mapped floodplain area, constraining its development potential without assemblage of the contiguous properties.

Lots 10, 11, 12, and 13 each exhibit topographical differences as observed in **Photos 10, 12, 15, and 24**. Retaining walls exist between Lot 10 and Lot 6.01, with Lot 10 lower than Lot 6.01. Similarly, there is a drop in elevation between the rear of both Lot 10 and Lot 11 with Lot 6.01. The elevation change between both Lot 10 and 13 with Lot 12 is evident by another retaining wall. These physical barriers reinforce the lack of utility of each individual undersized lot and impediment to separate development. As such, assemblage of these contiguous properties would maximize their development potential of this area when it could be contoured and graded as a single site.

2. *A showing of how these factors result in the properties being stagnant and unproductive and impeded their ability to be develop or redeveloped in a manner that would benefit the community; and*

Each of these properties on their own have limitations to develop as outlined in the previous section. As discussed previously, the assessed value of improvements of the Study Area as a whole is approximately 92.57 percent of the value of the land itself. The improvement value of Lots 10, 11, 12, and 13 is even less, only 73.92 percent.

Lots 10 and 12 are dedicated to automobile usage and storage, with the entirety of their roadway frontages essentially serving as a curb cut for vehicle access. The frontage of Lot 10 is entirely dedicated to vehicular egress onto Springfield Avenue. The frontage of Lot 12, meanwhile, is used to stack and store vehicles awaiting service, but also an entrance, queue, and exit for vehicles using the site for fueling (**Photo 51**).

Moreover, dumpsters and garbage containers on Lots 12 and 13 are not properly screened or enclosed, interfering not only with areas designated for off-street parking and loading, but where the parking and loading can then interfere with the collection of these waste containers.

3. *A determination that the stagnant and unproductive characteristics of the property are having a deleterious effect on the surrounding area of community as a whole.*

In an area specifically identified as the Township's Downtown Core, these characteristics discourage pedestrian activity, particularly where numerous sections of sidewalk are

shared with automobiles, such as the depressed curb that runs along the Springfield Avenue frontage of Lot 12 and Lot 10. In the case of Lot 12, two additional sections of sidewalk along North Avenue East are depressed to accommodate automobile ingress and egress. Vehicle access Lot 13 (and by extension, Lot 10) via another depressed sidewalk.

Pedestrian activity is critical for a vibrant downtown, and recognized by the Township's 2009 Master Plan: "In order to maintain a strong collection of local businesses, the Township should plan for and attract destination uses that increase pedestrian traffic." (Page LU-21) As such, the 2009 Master Plan sought to prohibit such automobile-oriented uses in this area, which were subsequently implemented by the Township through revisions to the ordinance.

Discouraging pedestrian activity in this area is also detrimental to the community as a whole, when said pedestrian activity would also provide convenient access to the Township's Municipal Building.

The diverse ownership of the undersized lots and the unique configuration and topography of Lots 10, 11, 12 and 13 prevent re-investment and redevelopment of a vital corner of the central business district.

Finally, the inability to develop the assembled properties has a negative impact on the community's ability to meet its constitutional obligation to provide a realistic opportunity for affordable housing.



Criterion “h”

The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

The designation of the entire Study Area as an Area in Need of Redevelopment would also meet Criterion “h”, as discussed below.

The New Jersey Business Action Center (NJBAC) defines smart growth as “well-planned, well-managed growth that adds new homes and creates new jobs, while preserving open space, farmland, and environmental resources. Smart Growth supports livable neighborhoods with a variety of housing types, price ranges and multi-modal forms of transportation”.²² The EPA lists ten principles²³ of smart growth on their website, and the designation of the Study Area will achieve several:

- Mixed land uses;
- Take advantage of compact building design;
- Create a range of housing opportunities and choices;
- Create walkable neighborhoods;
- Foster distinctive, attractive communities with a strong sense of place;
- Strengthen and direct development towards existing communities;
- Provide a variety of transportation choices;
- Encourage community and stakeholder collaboration in development decisions; and,
- Make development decisions predictable, fair, and cost effective.

The non-profit, non-partisan organization, New Jersey Future, describes smart growth as “[G]rowth that serves the environment, the economy, and the community equally,” by concentrating development into already-existing communities when possible. Further, smart growth “[A]ddresses the inherent interconnections between environmental protection, social equity, public health and economic sustainability.”²⁴

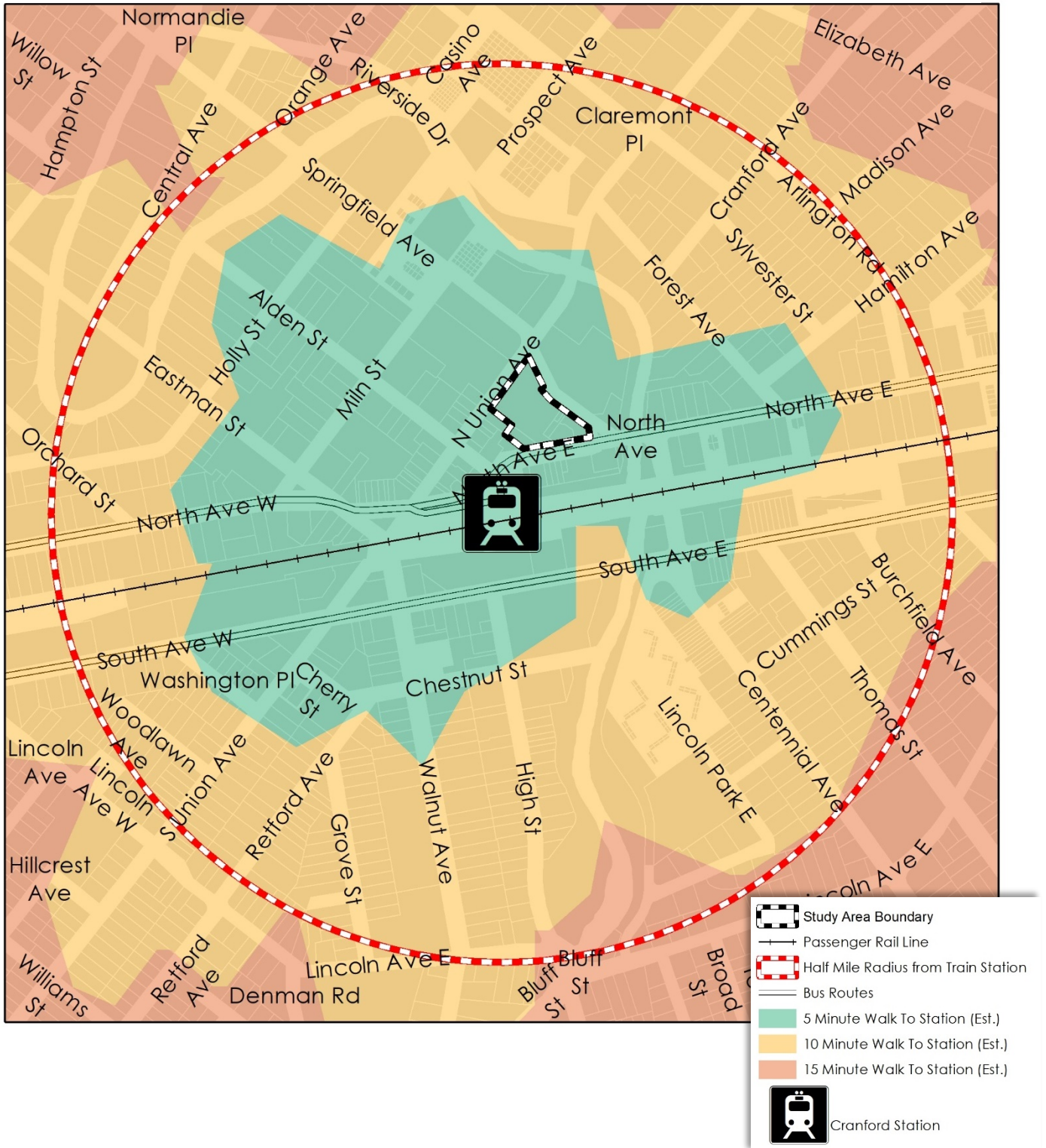
The Study Area is located in downtown Cranford, is zoned Downtown-Core, and is located in the Township's Special Improvement District. As described in previous sections, one of the primary areas of focus in the Township's 2009 Master Plan was to direct new growth into its downtown, with recommendations consistent with those identified by the State of New Jersey for an effective transit village. Many of these recommendations, including the establishment of downtown-specific zones, were later adopted by the Township into the zoning code. As illustrated in **Map 9**, the Study Area is not only located a half mile from Cranford's NJ Transit station, where transit-oriented development is most appropriate, it is also less than a five-minute walk of the train station and the NJ Transit bus routes serving downtown Cranford. Furthermore, these sites have been identified in the Township's Housing Element and Fair Share Plan as areas that could provide inclusionary housing. By designating the Study Area for redevelopment, the Township can further reduce the non-conforming and obsolete uses located within the downtown and advance its goals to promote appropriate transit oriented infill development.

²² <http://nj.gov/state/planning/smart.html>

²³ <https://www.epa.gov/sites/production/files/2014-04/documents/this-is-smart-growth.pdf>

²⁴ *Primer on Smart Growth*. New Jersey Future. <https://www.njfuture.org/smart-growth-101/primer/> Accessed April 6, 2020.

Map 6: Transit Access



STUDY CONCLUSION AND RECOMMENDATIONS

Based on the above analysis and findings, it is concluded that the conditions within the Study Area present substantial credible evidence to declare it an "Area in Need of Redevelopment" based on satisfaction of the criteria listed in the Local Redevelopment and Housing Law (NJSA 40A:12A-1), described in the previous section, and summarized in the below table. The properties are not being used at a level typically found throughout Cranford's downtown. By declaring this area in need of redevelopment, development can be incentivized through the preparation of a redevelopment plan that will advance Cranford's ability to foster development consistent with its Master Plan and principles of smart growth that will improve the health, safety, and welfare of the Township.

	Lot 6.01 (Fire House & Municipal Parking Lot 1)	Lot 10 (Driveway and Parking Lot)	Lot 11 (Veterinary Hospital)	Lot 12 (Gas and Service Station)	Lot 13 (Commercial)	Lot 14 (Vacant Building)
Criterion 'a'						✓
Criterion 'b'						✓
Criterion 'c'	✓					
Criterion 'd'	✓	✓	✓	✓	✓	
Criterion 'e'		✓	✓	✓	✓	
Criterion 'f'						
Criterion 'g'						
Criterion 'h'	✓	✓	✓	✓	✓	✓

APPENDIX A: RESOLUTIONS

TOWNSHIP OF CRANFORD
CRANFORD, NEW JERSEY

RESOLUTION NO. 2020-131

**RESOLUTION REQUESTING THE PLANNING BOARD TO EVALUATE
CERTAIN PROPERTIES ON NORTH AVENUE TO DETERMINE IF THEY SHOULD
BE DESIGNATED AS A CONDEMNATION AREA IN NEED OF REDEVELOPMENT**

WHEREAS, pursuant to N.J.S.A. 40A:12A-4(a), a municipal governing body has the power to cause a preliminary investigation to be made by the Planning Board pursuant to N.J.S.A. 40A 12A-5; and

WHEREAS, the Township Committee of the Township of Cranford desires to have a preliminary investigation made on certain lands and premises within the Township of Cranford ("Township") known Block 193, Lots 6.01, 10, 11, 12, 13, and 14 on the Township Tax Map to see if the area is in need of redevelopment; and

WHEREAS, the Township intends to use all those powers provided by the Legislature for use in a redevelopment area, including the power of eminent domain.

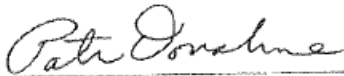
NOW THEREFORE BE IT RESOLVED, by the Township Committee of the Township of Cranford, in the County of Union, New Jersey does hereby, pursuant to N.J.S.A. 40A:12A-4, request and authorize the Planning Board of the Township of Cranford to undertake a preliminary investigation as to whether the land identified as Block 193, Lots 6.01, 10, 11, 12, 13, and 14 on the Township of Cranford Tax Map be classified as a condemnation area in need of redevelopment; and

BE IT FURTHER RESOLVED that the Planning Board of the Township of Cranford shall conduct the aforesaid investigation in accordance with the requirements of N.J.S.A. 40A:12A-6; and

BE IT FURTHER RESOLVED that the redevelopment area determination, if such a determination is made, shall authorize the municipality to use all those powers provided by the Legislature for use in a redevelopment area, including the power of eminent domain; and

BE IT FURTHER RESOLVED that in making its preliminary investigation, the Planning Board shall make its recommendations based upon a finding that the conditions as set forth in N.J.S.A. 40A:12A-5 are found to be present.

Certified to be a true copy of a resolution adopted by the Township Committee of the Township of Cranford at a meeting held February 11, 2020.


Patricia Donahue, RMC
Township Clerk

Dated: February 11, 2020

CRANFORD TOWNSHIP PLANNING BOARD

**RESOLUTION ENGAGING BOARD PLANNING EXPERT MASER CONSULTING, PA
TO STUDY AND EVALUATE WHETHER THE STUDY AREA IDENTIFIED BELOW
QUALIFIES AS AN AREA IN NEED OF REDEVELOPMENT AS A CONDEMNATION
REDEVELOPMENT AREA**

RESOLUTION NO. 2020-003

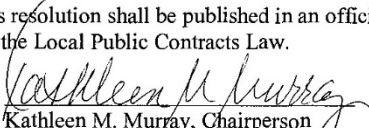
WHEREAS, the Township Committee of the Township of Cranford adopted Resolution 2020-131 on February 11, 2020 which authorized and directed the Cranford Township Planning Board (the "Board") to undertake a preliminary investigation to determine whether a "Study Area", which is described in detail below, is an area in need of redevelopment as a Condemnation Redevelopment Area;

WHEREAS, the Study Area consists of the following lots as set forth on the Township of Cranford tax maps: Block 193, Lots 6.01, 10, 11, 12, 13 and 14;

WHEREAS, the Board wishes to engage its planning expert to conduct a study and evaluate whether the property in the Study Area is an area in need of redevelopment as a Condemnation Redevelopment Area under the criteria set forth in N.J.S.A. 40A:12A-5;

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD, BY MOTION
DULY MADE AND SECONDED ON FEBRUARY 19, 2020, AS FOLLOWS:**

1. Board planning expert Nicholas Dickerson, PP, AICP, and other professional planners from Maser Consulting, PA are hereby engaged and directed to conduct a study and evaluate whether the property in the Study Area is an area in need of redevelopment as a Condemnation Redevelopment Area under the criteria set forth in N.J.S.A. 40A:12A-5, which study and evaluation shall be submitted to the Board for further action.
2. The Board may designate the other professional planners from the firm of Maser Consulting, PA to provide planning services related to the preparation and adoption of the study and evaluation.
3. The within appointment is subject to entry into a professional services contract between the Maser Consulting, PA and the Board.
4. Notice of the adoption of this resolution shall be published in an official newspaper of the Township and in accordance with the Local Public Contracts Law.


Kathleen M. Murray, Chairperson
Cranford Township Planning Board

APPENDIX B: ZONING

DRAFT

LAND DEVELOPMENT

255 Attachment 1

Township of Cranford

Schedule 1
Township of Cranford, Union County, New Jersey
Schedule of Zone District Area, Yard and Building Requirements
[Amended 3-24-2015 by Ord. No. 2015-06]

Zone	Use	Minimum Lot Dimensions				Minimum Yards (Principal)				Maximum Bulk Standards				Maximum Distance From Front Street Right-of-Way That Minimum Lot Area May be Measured ^d (feet)	Minimum Distance From Principal Building to a Railroad or Garden State Parkway (feet)	Minimum Distance From Building to 1- or 2-Family Residence Zone (feet)	
		Interior Lots		Corner Lots						Maximum Floor Area Ratio (FAR)		Maximum Lot Impervious Coverage ⁱ					Maximum Building Height ^b (stories/feet)
		Lot Area (square feet)	Lot Width (feet)	Lot Area (square feet)	Lot Width (feet)	Front ^{c,e} (feet)	Rear (feet)	One (feet)	Both (feet)	Side	Maximum	Maximum	Principal Building				Accessory Building
R-1	One-Family Detached Residence District	12,000	80	12,000	95	35	Note f	10% of lot width (7 ft. min.)	30% of lot width	—	35%	25%	2 1/2 / 32	1/16	150	100	—
R-2	One-Family Detached Residence District	10,000	70	10,000	85	35	Note f	10% of lot width (7 ft. min.)	30% of lot width	—	35%	25%	2 1/2 / 32	1/16	145	100	—
R-3	One-Family Detached Residence District	8,000	65	8,000	75	25	Note f	10% of lot width (7 ft. min.)	30% of lot width	—	38%	28%	2 1/2 / 32	1/16	125	100	—
R-4	One-Family Detached Residence District	6,000	60	6,000	70	25	Note f	10% of lot width (7 ft. min.)	30% of lot width	—	40%	30%	2 1/2 / 32	1/16	100	100	—
R-5	One- and Two-Family Residence District (Single-Family)	5,000	50	5,000	60	25	Note f	10% of lot width (7 ft. min.)	30% of lot width	—	45%	30%	2 1/2 / 32	1/16	100	100	—
R-5	One- and Two-Family Residence District (Two-Family)	7,000	70	8,000	80	25	Note f	10% of lot width (7 ft. min.)	30% of lot width	—	50%	30%	2 1/2 / 32	1/16	100	100	—
R-6	Townhouse Residence District	40,000	150	40,000	150	See Article V, § 255-37C				—	50%	25%	2 1/2 / 32	1/16	—	100	35
R-7	Garden Apartment Residence District	40,000	150	40,000	150	See Article V, § 255-37D				—	70%	35%	2 1/2 / 32	1/16	—	100	35
R-8	Apartment Residence District	40,000	150	40,000	150	See Article V, § 255-37E				—	80%	40%	5/60	1/16	—	100	60
R-SC-1 ^g	Senior Citizen Apartment Residence District	40,000	150	40,000	150	See Article V, § 255-37E				—	80	40%	5/55	1/16	—	—	—
IMR	Inclusionary Multifamily Residence District	See § 255-36A(3)															
D-C	Downtown Core District	—	—	—	—	5 ^a	10	0	0	3.0	100%	—	3/45	Same as principal building	—	—	20

CRANFORD CODE

Zone	Use	Minimum Lot Dimensions				Minimum Yards (Principal)				Maximum Bulk Standards				Maximum Distance From	Minimum Distance From	Minimum Distance	
		Interior Lots		Corner Lots		Front ^{c,e} (feet)	Rear (feet)	Side		Maximum Floor Area Ratio (FAR)	Maximum Lot Impervious Coverage ⁱ	Maximum Building Coverage	Maximum Building Height ^b (stories/feet)				
		Lot Area (square feet)	Lot Width (feet)	Lot Area (square feet)	Lot Width (feet)			One (feet)	Both (feet)				Principal Building				Accessory Building
D-B	Downtown Business District	—	—	—	—	5 ^a	10	0	0	2.5	80%	—	3/45	Same as principal building	—	—	20
D-T	Downtown Transition District	—	—	—	—	5 ^e	10	0	0	2.5	80%	—	3/45	Same as principal building	—	—	20
VC	Village Commercial District	—	—	—	—	5 ^e	25	0	0	1.8	90%	—	2 1/2 / 38	Same as principal building	—	—	10
O-1	Low-Density Office Building District	250,000	300	250,000	100	50	50	50	100	0.2	75%	38%	2/30	Same as principal building	—	—	150
O-2	Medium-Density Office Building District	15,000	100	15,000	100	30	25	10% of lot width (10 ft. min.)	20% of lot width (20 ft. min.)	0.5	75%	40%	3/40	Same as principal building	—	—	20
NC	Neighborhood Commercial District	10,000	100	15,000	100	15	20	12	24	—	75%	40%	2/30	Same as principal building	—	—	20
ORC	Office Residential Character District	15,000	100	15,000	100	30	25	10% of lot width (10 ft. min.)	20% of lot width (20 ft. min.)	0.5	75%	30%	2.5/35	Same as principal building	—	—	20
C-1	Commercial - 1 District	150,000	250	100,000	250	50	100	50	100	3.0	70%	35%	6/75, except 4/45 adjacent to residence districts	Same as principal building	—	—	100
C-2	Commercial - 2 District	10,000	75	10,000	75	20	25	10% of lot width (10 ft. min.)	20% of lot width (20 ft. min.)	0.6	75%	40%	3/45	Same as principal building	—	10	25
C-3	Commercial - 3 District	20 acres	1,000	20 acres	1,000	150	75	10% of lot width (10 ft. min.)	20% of lot width (20 ft. min.)	0.6	60% ^h	25%	3/45	Same as principal building	—	75	100
E-1	Education District	45 acres	See Article V, § 255-37G, for requirements applicable to the E-1 Zone														
P-1	Public Use District	See Article V, § 255-36F, for requirements applicable to the P-1 Zone															

LAND DEVELOPMENT

NOTES:

- ^a Maximum and minimum figures.
- ^b See § 255-35C(2) for height exceptions.
- ^c In the R-1 through R-5 Zones, the minimum front yard setback shall be maintained, except that, where a prevailing setback has been established on improved lots within 200 feet of the subject lot, the prevailing setback shall govern, but in no case shall the front yard be less than the minimum nor need be greater than the maximum set forth below:

Zone	Minimum	Maximum
R-1	25	45
R-2	25	45
R-3 through R-5	20	35

- ^d Distance from the street right-of-way shall be measured parallel to the lot depth. The minimum depth of all lots in the R-1 Zone shall be 120 feet and in the R-2 through R-5 Zones 100 feet.
- ^e In the D-T and VC Zones where a prevailing setback has been established on approved lots within 200 feet of the subject lot, the prevailing setback shall govern, but in no case shall the front yard be less than five feet.
- ^f Thirty percent of the first 100 feet of lot depth; 45% of the next 50 feet of lot depth; 65% of the next 50 feet of lot depth; and 90% of the balance of the lot depth.
- ^g In the R-SC-1 Zone, required side yard shall be doubled adjoining a zone district boundary line.
- ^h Planned developments and development with a FAR bonus granted in connection with an approved traffic reduction plan may be developed with a maximum of 70% of the lot in impervious surface.
- ⁱ No more than 35% of the required front yard area in any residential zone shall be paved for use as a driveway or off-street parking.

§ 255-36. Use regulations.

The use regulations applicable to each zone district within the Township of Cranford are as follows. (Note that "PPU" is permitted principal use; "CU" is conditional use.)

A. Residential districts.

(1) Principal permitted and conditional uses.

Uses	Districts Where Permitted								
	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8	R-SC-1
Community residences for developmentally disabled ¹	PPU	PPU	PPU	PPU	PPU	—	—	—	—
Community shelters for victims of domestic violence ²	Permitted in all zones								
Family day-care homes ³	Permitted in all zones								
Detached 1-family dwellings	PPU	PPU	PPU	PPU	PPU	—	—	—	—
Detached 2-family dwellings	—	—	—	—	PPU	—	—	—	—
Semidetached 1-family dwellings	—	—	—	—	CU	PPU	CU	—	—
Attached 1-family dwellings	—	—	—	—	CU	PPU	CU	—	—
Garden apartment dwellings	—	—	—	—	—	—	PPU	CU	—
Apartment dwellings	—	—	—	—	—	—	—	PPU	—
Farms	PPU	PPU	PPU	PPU	PPU	PPU	PPU	PPU	PPU
Farm stands	CU	CU	CU	CU	CU	CU	CU	CU	CU
Country clubs and private swimming clubs	PPU	—	—	—	—	—	—	—	—
Institutional and public uses	CU	CU	CU	CU	CU	CU	CU	—	—
Essential services	PPU	PPU	PPU	PPU	PPU	PPU	PPU	PPU	PPU

NOTES:

¹ One through six residents, excluding staff.

² One to five residents. Each such facility shall register its street address with the Cranford Township Police Department prior to commencement or continuation of operations, for the purpose of expediting emergency services response.

NOTES:

³ Three to five children. Each such facility shall register its street address with the Cranford Township Police Department prior to commencement or continuation of operations, for the purpose of expediting emergency services response.

(2) Accessory uses.

Uses	Districts Where Permitted									
	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8	R-SC-1	
Customary accessory uses				Permitted in all zones						
Signs				Permitted in all zones						
Parking facilities to serve a principal permitted use				Permitted in all zones						
Personal recreational facilities				Permitted in all zones						

(3) Inclusionary Multifamily Residence District.¹

(a) Purpose. The purpose of the Inclusionary Multifamily Residence (IMR) District is to provide an opportunity for the construction of up to 360 multifamily residential units on Block 291, Lot 15.01, and Block 292, Lot 2 (215 to 235 Birchwood Avenue), of which not less than 15% shall be reserved for low- and moderate-income households in accordance with applicable affordable housing regulations.

(b) Permitted principal uses.

[1] Multifamily dwellings.

[2] Parking garages (other than podium parking) serving multifamily residential dwellings subject to the following requirement: the parking garage structure must be wrapped by a building containing multifamily residential dwellings on at least three sides of the four-sided parking structure.

(c) Accessory uses.

[1] Trash and garbage collection areas which are fully screened.

1. Editor's Note: This subsection was originally added by Ord. No. 2012-11. That ordinance was adopted under protest in order to obtain second and third round substantive certification and to comply with the outstanding December 9, 2011, order. If the December 9, 2011, order is invalidated in any subsequent legal proceeding, Ord. No. 2012-11 shall be considered null and void.

- [2] Maintenance, leasing and administration offices and storage buildings, swimming pools and other community recreational facilities (noncommercial) associated with multifamily residential uses are allowed in all yards but the front yard.
 - [3] Podium parking in multifamily residential structures.
 - [4] Ground-level parking.
- (d) Minimum tract area: 15 acres.
- (e) Yard and bulk regulations.
- [1] Lot frontage: minimum of 750 feet.
 - [2] Front yard setback: The average front yard setback of the buildings from Birchwood Avenue shall be 30 feet, with a minimum front yard setback requirement of 25 feet.
 - [3] Side yard setback: minimum of 55 feet.
 - [4] Rear yard setback: minimum of 175 feet.
 - [5] Impervious coverage. Impervious coverage, as defined in N.J.A.C. 7:8-1.2 (definition of "impervious surface"), or such successor stormwater management regulations as may be promulgated by the State of New Jersey, shall not exceed the impervious coverage in existence as of the December 9, 2011, date of filing of the Order Granting Relief in Exclusionary Zoning Litigation (Docket Nos. UNN-L-0140-08 and UNN-L-003759-08).
 - [6] Building height. The maximum height of Building A shall be three stories of residential units above a maximum of one level of parking, and the maximum height of Building B shall be four stories of residential units or three stories of residential units above a maximum of one level of parking. For purposes of this subsection, a story shall mean a "story" as defined in §§ 202 and 505.1 of the 2009 International Building Code, New Jersey Edition. The maximum height of all buildings shall be 55 feet to the mid-point of the roof.
 - [7] Multifamily residential building to multifamily residential building distance requirements: minimum of 25 feet.

- (f) Site perimeter requirements.
 - [1] Buffer requirements.
 - [a] A minimum of 10 feet of landscape buffer shall be provided along the eastern lot line of 215 Birchwood Avenue. The landscaping shall consist of evergreen trees.
 - [b] A minimum buffer area of 150 feet shall be maintained along the rear property line. Within this buffer area, additional vegetation shall be planted to create a complete stand of understory and mature trees to form a continuous visual screen along the rear perimeter of the developed area (parking lots and buildings) and shall be planted in a proper fashion to create an evergreen screen at least 10 feet in height within three growing seasons. Trees shall be planted at a minimum of 2 1/2 inches in caliper. Evergreens shall be planted at a minimum of six feet in height.
- (g) Density. A maximum residential density of up to 24 units per acre of gross tract area is permitted for the construction of up to 360 multifamily residential units, provided that a minimum of 15% of the dwelling units are deed restricted for occupancy by low- and moderate-income households in accordance with applicable affordable housing regulations.
- (h) Parking requirements. A parking ratio of a minimum of 1.85 parking spaces per residential unit shall be maintained for residential development.
- (i) Supplemental regulations.
 - [1] Affordable units shall not be segregated within one building and shall be allocated throughout the development.
 - [2] Buildings and site improvements shall be designed in a manner reasonably consistent with terms of the court's decision and order and the terms of required New Jersey Department of Environmental Protection (NJDEP) permits and approvals.

B. Business districts.

(1) Principal permitted and conditional uses. **[Amended 9-27-2016 by Ord. No. 2016-23]**

Uses	Districts Where Permitted			
	D-C	D-B	D-T	VC
Advertising agencies and website design companies	CU	CU	PPU	CU
Antique stores	PPU	PPU	PPU	PPU
Apparel and accessory stores	PPU	PPU	PPU	PPU
Apparel embroidery and printing stores	PPU	PPU	PPU	PPU
Appliance and electronic service, supply and repair shops	CU	CU	PPU	CU
Art galleries	PPU	PPU	PPU	PPU
Artist and artisan studios and workshops	PPU	PPU	PPU	PPU
Bakeries	PPU	PPU	PPU	PPU
Banks and financial institutions	CU	PPU	PPU	PPU
Banks and financial institutions with drive-through services	—	CU	CU	—
Bars and taverns	PPU	PPU	—	—
Beauty and barber shops	PPU	PPU	PPU	PPU
Bed-and-breakfast hotel	CU	CU	—	CU
Bicycle repair and sales shops	PPU	PPU	PPU	PPU
Building supply, garden and hardware stores	PPU	PPU	PPU	PPU
Camera and photo supply stores	PPU	PPU	PPU	PPU
Candy stores	PPU	PPU	PPU	PPU
Child-care centers	PPU	PPU	PPU	PPU
Coffee shops	PPU	PPU	PPU	PPU
Convenience stores	CU	CU	CU	CU

Uses	Districts Where Permitted			
	D-C	D-B	D-T	VC
Cooking schools	PPU	PPU	PPU	PPU
Dance and theatrical studios	PPU	PPU	PPU	PPU
Delicatessens	PPU	PPU	PPU	PPU
Educational services	PPU	PPU	PPU	PPU
Essential services	PPU	PPU	PPU	PPU
Eyeglass sales and repair	PPU	PPU	PPU	PPU
Florists	PPU	PPU	PPU	PPU
Fruit and vegetable stores	PPU	PPU	PPU	PPU
Funeral homes	—	CU	CU	CU
Furniture stores	—	PPU	PPU	—
Gasoline service stations	—	CU	CU	—
Gift, card and novelty shops	PPU	PPU	PPU	PPU
Grocery stores	PPU	PPU	PPU	PPU
Hobby and game shops	PPU	PPU	PPU	PPU
Home furnishing stores	PPU	PPU	PPU	PPU
Household appliance sales	—	PPU	PPU	—
Hotels	CU	CU	—	—
Institutional and public uses	CU	CU	CU	CU
Insurance agents and brokers	CU	CU	PPU	CU
Jewelry stores	PPU	PPU	PPU	PPU
Laundry and dry-cleaning services	PPU	PPU	PPU	PPU
Liquor and package goods stores	PPU	PPU	PPU	PPU
Luggage and leather goods stores	PPU	PPU	PPU	PPU

Uses	Districts Where Permitted			
	D-C	D-B	D-T	VC
Museums and art galleries	PPU	PPU	PPU	PPU
Musical instrument sales, rentals and repair shops	PPU	PPU	PPU	PPU
New and used bookstores	PPU	PPU	PPU	PPU
New and used vehicle sales dealers	—	CU	—	—
Offices (professional, business, administrative)	CU	CU	PPU	PPU
Office, professional in dwellings	—	CU	PPU	PPU
Office supply and support stores	PPU	PPU	PPU	PPU
Paint and wallpaper stores	PPU	PPU	PPU	PPU
Party goods stores	PPU	PPU	PPU	PPU
Performing arts studios	CU	CU	PPU	—
Pet groomers, supply and purchase stores	PPU	PPU	PPU	PPU
Pharmacies	PPU	PPU	PPU	PPU
Photography studios	PPU	PPU	PPU	PPU
Physical fitness studios, gyms, yoga and martial arts instruction	PPU	PPU	PPU	PPU
Picture framing	PPU	PPU	PPU	PPU
Printing and publishing services	CU	CU	PPU	CU
Public and private garages (structured parking)	CU	CU	PPU	—
Religious goods stores	PPU	PPU	PPU	PPU
Residential apartments	CU	CU	CU	CU
Restaurant	PPU	PPU	—	PPU

Uses	Districts Where Permitted			
	D-C	D-B	D-T	VC
Secondhand and consignment stores	PPU	PPU	PPU	PPU
Security brokers	CU	CU	PPU	CU
Shoe and luggage repair	PPU	PPU	PPU	PPU
Sidewalk cafes	PPU	PPU	PPU	PPU
Social service agencies	CU	CU	CU	—
Spa, nail and hair salons	PPU	PPU	PPU	PPU
Sporting goods stores	PPU	PPU	PPU	PPU
Stationary stores	PPU	PPU	PPU	PPU
Tax return preparation service	CU	CU	PPU	—
Theaters	CU	PPU	—	CU
Trophy shops	PPU	PPU	PPU	PPU
Veterinarian office	CU	CU	CU	—
Watch and clock repair	PPU	PPU	PPU	PPU
Web-based retailers	—	—	PPU	—

(2) Accessory uses.

Uses	D-C	D-B	D-T	VC
Customary accessory uses	Permitted in all zones			
Signs	Permitted in all zones			
Parking facilities	Permitted in all zones			

C. Office districts.

(1) Principal permitted and conditional uses. **[Amended 9-27-2016 by Ord. No. 2016-23]**

Uses	O-1	O-2	ORC¹	NC
Artist and artisan studios and workshops	—	—	PPU	PPU
Banks and financial institutions	—	CU	CU	CU
Beauty and barber shops	—	—	—	PPU

Uses	O-1	O-2	ORC¹	NC
Business and administrative offices	PPU	PPU	PPU	CU
Child-care centers	Permitted in all zones			
Convenience stores	—	—	—	PPU
Data processing and computer firms	PPU	PPU	PPU	—
Essential services	PPU	PPU	PPU	PPU
Existing one- and two-family residential dwellings as of 2014 subject to the R-5 Zone standards	—	—	PPU	PPU
Funeral homes	—	PPU	PPU	—
Gasoline service stations	—	—	—	CU
Institutional and public uses	CU	CU	CU	CU
Nursing homes, long-term care facilities and rehabilitation centers	PPU	—	—	—
Pharmacies	—	—	—	PPU
Physical fitness studios, gyms, yoga and martial arts instruction	—	—	—	PPU
Professional offices in dwellings	CU	CU	PPU	PPU
Research laboratories	PPU	PPU	—	—
Residential uses	—	—	CU	CU
Restaurants	—	—	—	PPU
Tax return services	—	—	—	PPU
Veterinarian office	—	PPU	—	PPU

Notes:

¹ Development in the ORC District is subject to supplemental use regulations found in § 255-37J.

(2) Accessory uses.

Uses	O-1	O-2	ORC	NC
Customary accessory uses	Permitted in all zones			
Signs	Permitted in all zones			
Parking facilities	Permitted in all zones			

D. Research-office-industrial districts.

(1) Principal permitted and conditional uses.

Uses	District Where Permitted		
	C-1	C-2	C-3
Animal hospital	—	PPU	—
Banks and financial institutions	—	PPU	—
Business, administrative, executive and professional offices	PPU	PPU	PPU
Car dealers	—	CU	—
Convenience stores with and without gasoline	CU	CU	—
Essential services	PPU	PPU	PPU
Existing one- and two-family residential dwellings as of 2014 subject to the R-5 Zone standards	—	PPU	—
Golf courses	—	—	PPU
Grocery stores	—	—	—
Industrial and manufacturing uses	PPU	PPU	—
Institutional and public uses	—	—	—
Health and fitness clubs	—	PPU	—
Health care facilities	—	—	PPU
Hotels	PPU	PPU	—
Laboratories	PPU	PPU	—
Lawn and garden equipment sales and repair	—	PPU	—
Office distribution centers	—	—	PPU

Uses	District Where Permitted		
	C-1	C-2	C-3
Performing arts studios	—	PPU	—
Pilot plant operation in conjunction with research lab	CU	CU	—
Professional offices in dwellings	PPU	PPU	—
Recreation facility, commercial	—	PPU	—
Research laboratories	PPU	PPU	PPU
Restaurants	—	—	—
Warehouses	PPU	PPU	—

(2) Accessory uses.

Uses	Districts Where Permitted		
	C-1	C-2	C-3
Customary accessory uses	Permitted in all zones		
Parking	Permitted in all zones		
Signs	Permitted in all zones		

E. Education District.

(1) Principal permitted uses: public and private institutions of higher learning licensed by the State Department of Education. Permitted uses: child-care centers.²

(2) Conditional uses: none.

(3) Accessory uses: customary accessory uses; signs; parking.

F. Public Use District.

(1) Principal permitted uses: public facilities and uses on lands owned and occupied by the Township of Cranford.

(2) Conditional uses: none.

(3) Accessory uses: customary accessory uses, signs and parking facilities.

2. Editor's Note: Amended at time of adoption of Code (see Ch. 1, General Provisions, Art. II).

- (4) Zoning for private use. No premises not owned by the Township of Cranford, located in this zone, shall be developed or used for any purpose until such premises shall be zoned for some other use after referral to the Planning Board in accordance with the Municipal Land Use Law.

G. Floodplain Overlay District.

- (1) Purpose. The purposes of these provisions are to supplement the land use rules and regulations promulgated by the New Jersey Department of Environmental Protection for floodways and the flood-fringe portion of flood hazard areas regulated in Chapter 225, Flood Damage Prevention, of this Code to implement the land use regulations of the Federal Emergency Management Agency, United States Department of Housing and Urban Development, to discourage construction and regrading in flood hazard areas, to prevent encroachments into flood hazard areas which would obstruct the area through which water must pass, to prevent pollution of watercourses during low- or high-water periods by preventing the placing or storing of unsanitary or dangerous substances in the flood hazard areas, and to prevent the loss of property and life, the creation of health and safety hazards, the disruption of commercial and governmental services, the extraordinary and unnecessary expenditure of public funds for flood protection and relief and the impairment of the tax base by:
 - (a) Regulating uses, activities and developments which, acting alone or in combination with other existing or future uses, activities and developments, will cause increases in flood heights, velocities and frequencies.
 - (b) Restricting or prohibiting certain uses, activities and developments from locating within areas subject to flooding.
 - (c) Protecting individuals from buying lands and structures which are unsuitable for intended purposes because of flood hazards.
- (2) Compliance. Any lot containing a floodway portion of a drainage course and on which it is proposed to regrade and/or construct an improvement shall not be permitted unless the proposed use is permitted by this chapter, site plan approval has been granted (or subdivision approval in the case of a subdivision) and a permit has been issued by the

New Jersey Department of Environmental Protection, Division of Water Resources, where required by state regulations. Any lot containing a flood-fringe portion of the flood hazard area and on which it is proposed to regrade and/or construct an improvement shall not be permitted unless the proposed use is permitted by this chapter and until site plan approval has been granted. Any regrading or improvement must be in full compliance with the terms of this Subsection G and Chapter 225 and any other applicable ordinances and regulations which apply to structures and uses with the jurisdiction of this Subsection G.

(3) Establishment of the Floodplain Zoning District.

(a) Basis of district. The Floodplain District shall include areas subject to inundation by water of the one-hundred-year flood. The basis for the delineation of this district shall be the flood hazard area identified by Flood Insurance Rate Maps and Flood Boundary - Floodway Maps identified in § 225-7 of Chapter 225, Flood Damage Prevention, of this Code, which are hereby adopted by reference and declared to be a part of this subsection. For the purposes of this subsection, the following nomenclature is used in referring to the various kinds of floodplain areas:

[1] The floodway area (FW) is delineated for purposes of this subsection using the criteria that a certain area within the floodplain must be capable of carrying the waters of the one-hundred-year flood without increasing the water surface elevation of that flood more than 0.2 foot at any point.

[2] The flood-fringe area (FF) shall be that area of the one-hundred-year floodplain not included in the floodway. The basis for the outermost boundary of this district shall be the one-hundred-year flood elevations.

(b) Overlay concept.

[1] The Floodplain District described above shall be an overlay to the existing underlying districts, and the provisions for the Floodplain District shall serve as a supplement to the underlying district provisions.

- [2] Where there happens to be any conflict between the provisions or requirements of the Floodplain District and those of any underlying district, the more restrictive provisions shall apply.
- [3] In the event any provision concerning the Floodplain District is declared inapplicable as a result of any legislative or administrative actions or judicial decisions, the basic underlying district provisions shall remain applicable.
- (4) District boundary changes. The delineation of the Floodplain District may be revised by the municipality where natural or man-made changes have occurred and/or more detailed studies conducted or undertaken by the United States Army Corps of Engineers, a river basin commission or other qualified agent or individual. However, prior to any such change, approval must be obtained from the Federal Emergency Management Agency.
- (5) Interpretation of district boundaries. Initial interpretations of the boundaries of the Floodplain District shall be made by the Zoning Officer. Should a dispute arise concerning the boundaries of the district, the Zoning Board of Adjustment of the municipality shall make the necessary determination. The person questioning or contesting the location of the district boundary shall be given a reasonable opportunity to present his or her case to the Zoning Board of Adjustment and to submit his or her own technical evidence if he or she so desires.
- (6) Floodplain District provisions.
- (a) General provisions.
- [1] All uses, activities and developments occurring within the Floodplain District shall be undertaken only in strict compliance with the provisions of this subsection as well as Chapter 225, Flood Damage Prevention, of this Code and with all other applicable codes and ordinances, such as the Building Code and the subdivision and site plan provisions of this chapter. In addition, all such uses, activities and developments shall be undertaken only in compliance with federal or state law.

- [2] Under no circumstances shall any use, activity and/or development lower the capacity of the channels or floodways of any watercourse, drainage ditch or any other drainage facility or system.
- [3] Prior to any proposed alteration or relocation of any stream, watercourse, etc., within the municipality, a permit shall be obtained from the New Jersey Department of Environmental Protection.
- [4] Further, notification of the proposal by the municipality shall be given to all affected adjacent municipalities. Copies of such notification shall be forwarded to the Federal Emergency Management Agency.
- [5] In the Floodplain District, no development shall be permitted except where any rise in flood height caused by the proposed development will be fully offset by accompanying improvements which have been approved by all appropriate local, state and federal authorities as required above.
- [6] The following obstructions and activities present special hazards in floodplains: hospitals, public or private, and nursing homes, public or private. No construction, enlargement or expansion of any of the obstructions or commencement of any of the activities listed above shall be undertaken in any one-hundred-year floodplain.³
- [7] All new or replacement public sanitary sewer facilities shall be designed to minimize or eliminate infiltration of floodwaters into systems and discharges from the systems into the floodwaters. In addition, they should be located and constructed to minimize or eliminate flood damage and impact. All new or replacement water facilities shall be located and constructed to minimize the chance of impairment during a flood. All utilities, such as gas lines and electrical and telephone systems, being placed in the floodplain should be located, elevated (where possible) and constructed to minimize the chance of impairment during a flood. Adequate

3. Editor's Note: Amended at time of adoption of Code (see Ch. 1, General Provisions, Art. II).

drainage shall be provided to reduce exposure to flood hazards.

- [8] Any structure placed in the floodplain shall be anchored firmly to prevent flotation, collapse or lateral movement. The Zoning Officer shall require the applicant to submit the written opinion of a licensed engineer that the proposed structural design meets this criterion.
- [9] No part of any private sewage treatment and/or disposal system related to the treatment and renovation of sewage effluent shall be constructed within the floodplain.
- [10] No materials that can float, that are explosive or that are toxic to humans, animals or vegetation shall be stored in the floodplain. Any new or substantially improved structure which will be used for the production or storage of any of the following dangerous materials or any dangerous materials or substances, including but not limited to the following, on the premises shall not be permitted in the floodplain:
 - [a] Acetone.
 - [b] Ammonia.
 - [c] Benzene.
 - [d] Calcium carbide.
 - [e] Carbon disulfide.
 - [f] Celluloid.
 - [g] Chlorine.
 - [h] Hydrochloric acid.
 - [i] Hydrocyanic acid.
 - [j] Magnesium.
 - [k] Nitric acid and oxides of nitrogen.
 - [l] Pesticides, including insecticides, fungicides and rodenticides.
 - [m] Petroleum products (gasoline, fuel oil, etc.).

- [n] Phosphorus.
- [o] Potassium.
- [p] Radioactive substances.
- [q] Sodium.
- [r] Sulphur and sulphur products.

(b) Permitted uses. In the Floodplain District, all uses and activities within the underlying district are permitted unless specifically prohibited by this Subsection G.

(c) Alteration of existing buildings or structures. Any building or structure within the floodplain at the time of enactment of this chapter may be altered or extended, provided that:

[1] The alteration or extension conforms to all applicable regulations of this chapter.

[2] The alteration does not constitute a substantial improvement (50% or more of the structure's market value).

[3] Any increase in volume or area shall not exceed an aggregate of more than 25% of such volume or area during the life of the structure.

[4] For all nonresidential development applications, whenever a variance for maximum impervious coverage is granted, the property owner must mitigate the impact of the additional impervious surfaces unless the stormwater management plan for the development provides for these increases in impervious surfaces.

(7) Variances.⁴

(a) In passing upon applications for variances, the applicable board shall consider all relevant factors and procedures specified in other sections of this chapter and the following:

[1] The danger to life and property due to increased flood heights or velocities caused by encroachments. No

4. Editor's Note: Amended at time of adoption of Code (see Ch. 1, General Provisions, Art. II).

variance shall be granted for any proposed use, activity or development that will cause any increase in flood levels in the Floodplain District.

- [2] The danger that materials may be swept onto other lands or downstream to injure others.
 - [3] The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owners.
 - [4] The importance of services provided by the proposed facility to the community.
 - [5] The availability of alternative locations not subject to flooding for the proposed use.
 - [6] The compatibility of the proposed use with existing development anticipated in the foreseeable future.
 - [7] The relationship of the proposed use to the comprehensive master plan and floodplain management program for the area.
 - [8] The safety of access to the property by ordinary and emergency vehicles in times of flood.
 - [9] The expected heights, velocity, duration, rate of rise and sediment transport of the floodwater at the site.
- (b) The applicable board may refer any application and accompanying documentation pertaining to any request for a variance to any qualified engineer, person or agency for technical assistance in evaluating the proposed project in relation to flood heights and velocities and the adequacy of the plans for protection and other related matters.
- (c) Variances shall only be issued after the applicable board has determined that the granting of such will not result in:
- [1] Increased flood heights.
 - [2] Additional threats to public safety.
 - [3] Extraordinary public expense.
 - [4] Creation of nuisances.

- [5] Fraud or victimization of the public.
- [6] Conflict with local laws or ordinances.
- [7] Modification greater than the minimum necessary to obtain relief.

APPENDIX C: CONTAMINATION

DRAFT

Site Detail Report

Run Date: 07/16/20 11:19 am

45348 - CRANFORD TWP FIRE DEPT

PI #	PI Name	Type	County	Municipality	Activity #	Document Status	Document Title	More Info	Cea Fact Sheet
000911	CRANFORD FIRE DEPARTMENT	Case Oversight	Union	Cranford Twp	AAR000001	Transferred	96-04-17-133 3-43 BFO-IN	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	Case Oversight	Union	Cranford Twp	LSR120001	Active	96-04-17-133 3-43 BSCM C2	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	Case Oversight	Union	Cranford Twp	USR03000 1	Closed	N01-0828 BFO-IN	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	Case Oversight	Union	Cranford Twp	USR04000 1	Transferred Pending Payment	96-04-17-133 3-43 BSCM C2	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Permit Set	Union	Cranford Twp	UCL010001	Closed	UST Permit Document Set	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Permit Set	Union	Cranford Twp	UCL960549	Approved	UST Permit Doc Set C96-0549	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Permit Set	Union	Cranford Twp	UPR96055 3	Expired	UST Permit Doc Set S96-0553	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST000001	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST030001	Superseded (Archived)	UST Registration	Click for Details...	

000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST050001	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST050002	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST060001	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST090001	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST120001	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST150001	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST180001	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST180002	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST190001	Superseded (Archived)	UST Registration	Click for Details...	
000911	CRANFORD FIRE DEPARTMENT	UST Registration Profile	Union	Cranford Twp	UST200001	Effective	UST Registration	Click for Details...	

[Click here for Activity Tracking details...](#)

SRP CASE OVERSIGHT REPORT
CRANFORD FIRE DEPARTMENT
7 SPRINGFIELD AVE
Cranford Twp, NJ

PI Number	000911
Activity Number	LSR120001
Bureau	LSR
Document Title	96-04-17-1333-43 BSCM C2
Case Status	LSRP Oversight
Case Status Date	5/8/12
Confirm Contamination	Yes
Case Manager	KINSEL, ERICK
Phone	(609) 292 - 8723

Remedial Level	Start Date	End Date
C2: Formal Design - Known Source or Release with GW Contamination	1/13/04	

Case Types	Start Date	End Date
LSRP 2-10 CAOC	9/20/11	
LSRP GW FEE	9/20/11	
Regulated UST	4/17/96	
Spill Act Discharge	4/17/96	

LSRP Name	THOMAS BUCHANAN
Business Phone Number	(973) 991 - 3392

Activity Tracking Report

07/16/2020 11:24 AM

CRANFORD FIRE DEPARTMENT

PI Number: 000911

LSR120001

Activity Class Description	Licensed Site Professional Program
Activity Type Description	LSRP - SRRR Conversion Case

Assigned To	Description	Completed Date
SRP CLEARING HOUSE, LSRP	Date Remediation was Required to be Initiated	4/17/96
SRP CLEARING HOUSE, LSRP	Date Compliance with SRRR Requirements	5/7/12
SRP CLEARING HOUSE, LSRP	Case Transferred	5/8/12
SRP COMPLIANCE ASSISTANCE, LSRP	May 2014 RI Deadline-Compliance Alert Letter Issued	6/17/13
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	8/22/13
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	9/10/13
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	9/16/13
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	9/23/13
KLOTZKIN, RUSSELL	Compliance Assistance Manager Review Completed	10/1/13
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	10/1/13
STORY, JEFF	Compliance Assistance Referral	10/7/13
DUDAR, HELEN	Enforcement Manager Assigned	12/2/13
LUX, ROB	Received by BEI	12/2/13
SRP CLEARING HOUSE, LSRP	Remedial Investigation Regulatory Timeframe	5/7/14
DUDAR, HELEN	e-mail sent	7/2/14
DUDAR, HELEN	phone call received	7/2/14

DUDAR, HELEN	e-mail sent	7/23/14
DUDAR, HELEN	e-mail sent	8/4/14
DUDAR, HELEN	e-mail sent	8/11/14
SRP CLEARING HOUSE, LSRP	LSRP Retention Form Received	9/9/14
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	2/12/15
SRP CLEARING HOUSE, LSRP	LSRP Annual Remediation Fee Form Recieved	2/12/15
SRP CLEARING HOUSE, LSRP	LSRP Receptor Evaluation (Initial) Received	2/17/15
DUDAR, HELEN	Enforcement Manager Review Conducted	3/10/15
SCHULMAN, LINDSEY	Enforcement Manager Assigned	3/10/15
SCHULMAN, LINDSEY	correspondence	3/25/15
SCHULMAN, LINDSEY	correspondence	4/2/15
SRP CLEARING HOUSE, LSRP	Remedial Investigation Completed	4/7/15
SRP CLEARING HOUSE, LSRP	Remedial Investigation Report Received	4/7/15
SCHULMAN, LINDSEY	Enforcement Manager Review Conducted	4/14/15
PINCAY, MARIA	Data Cleanup Completed	11/18/15
CROKE, REBECCA	OSB Cost Recovery-Review Complete	6/6/18
SRP CLEARING HOUSE, LSRP	Remedial Action Regulatory Timeframe	5/6/19
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	4/23/20
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	4/27/20
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	5/1/20
SRP CLEARING HOUSE, LSRP	LSRP Retention Form Received	5/12/20
KLOTZKIN, RUSSELL	phone call	5/14/20
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	5/14/20
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	5/27/20
KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	5/28/20

KLOTZKIN, RUSSELL	Phone call - LSRP Compliance Assistance	6/18/20
,	CEA Proposal Due	
SRP CLEARING HOUSE, LSRP	Remedial Action Report Due	
SRP CLEARING HOUSE, LSRP	Remedial Action to be Completed for All CAOCs	

Site Detail Report

Run Date: 07/16/20 11:27 am

1254 - MATTS AMOCO SERVICE STATION #84685

PI #	PI Name	Type	County	Municipality	Activity #	Document Status	Document Title	More Info	Cea Fact Sheet
003546	SPRINGFIELD AVE BP LLC	Case Oversight	Union	Cranford Twp	AAR030001	Transferred	03-03-28-134 9-18 BFO-IN	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	Case Oversight	Union	Cranford Twp	LSR120001	Active	03-03-28-134 9-18	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	Case Oversight	Union	Cranford Twp	LSR160001	Closed	N16-0658	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	Case Oversight	Union	Cranford Twp	USR04000 1	Transferred	03-03-28-134 9-18 BSCM C2	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Permit Set	Union	Cranford Twp	UCL160001	Expired	UST Permit Document Set	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST000001	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST030001	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST060001	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST090001	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST120001	Superseded (Archived)	UST Registration	Click for Details...	

003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST150001	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST160001	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST180001	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST190001	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST190002	Superseded (Archived)	UST Registration	Click for Details...	
003546	SPRINGFIELD AVE BP LLC	UST Registration Profile	Union	Cranford Twp	UST200001	Pending	UST Registration	Click for Details...	

[Click here for Activity Tracking details...](#)

SRP CASE OVERSIGHT REPORT
SPRINGFIELD AVE BP LLC
45 NORTH AVE EAST
Cranford Twp, NJ

PI Number	003546
Activity Number	LSR120001
Bureau	LSR
Document Title	03-03-28-1349-18
Case Status	LSRP Oversight
Case Status Date	2/27/12
Confirm Contamination	Yes
Case Manager	
Phone	() -

Remedial Level	Start Date	End Date
C2: Formal Design - Known Source or Release with GW Contamination	4/1/03	

Case Types	Start Date	End Date
LSRP 2-10 CAOC	9/20/11	
LSRP GW FEE	9/20/11	
Regulated UST	3/28/03	

LSRP Name	PAUL C MCGAHA
Business Phone Number	(908) 285 - 1207

Activity Tracking Report

07/16/2020 11:29 AM

SPRINGFIELD AVE BP LLC

PI Number: 003546

LSR120001

Activity Class Description	Licensed Site Professional Program
Activity Type Description	LSRP Opt-In Case

Assigned To	Description	Completed Date
SRP CLEARING HOUSE, LSRP	Date Remediation was Required to be Initiated	3/28/03
HUSTA, ERIN	LSRP Retention Form Received	2/21/12
SRP CLEARING HOUSE, LSRP	LSRP Obligation Event Date	2/27/12
HAHN, GERALD	Receptor Evaluation (Initial) Received	2/28/12
,	Case Transferred	4/12/12
HAHN, GERALD	Receptor Evaluation (Initial) Reviewed	6/5/12
SRP CLEARING HOUSE, LSRP	LSRP Annual Remediation Fee Form Received	8/20/12
,	LSRP Dismissal Form Received	7/7/15
SRP CLEARING HOUSE, LSRP	LSRP Retention Form Received	11/8/16
SRP CLEARING HOUSE, LSRP	LSRP Annual Remediation Fee Form Received	1/9/17
MCCOY, TONI	Rem.Timeframe Notification Form Rec'd-Extension Request	2/6/17
SRP CLEARING HOUSE, LSRP	Remedial Investigation Regulatory Timeframe	3/1/17
,	LSRP Dismissal Form Received	6/5/17
SRP CLEARING HOUSE, LSRP	LSRP Retention Form Received	4/3/18
SRP CLEARING HOUSE, LSRP	Remedial Investigation Report Received	4/4/19
SRP CLEARING HOUSE, LSRP	Remedial Action Regulatory Timeframe	2/28/22

KUSERK, MARY ANNE	CEA Proposal to be Assigned	
KUSERK, MARY ANNE	Classification Exception Area to be Approved	
SRP CLEARING HOUSE, LSRP	Remedial Action Report Due	
SRP CLEARING HOUSE, LSRP	Remedial Action to be Completed for All CAOCs	
SRP CLEARING HOUSE, LSRP	Remedial Investigation Report Due	
SRP CLEARING HOUSE, LSRP	Remedial Investigation to be Completed	