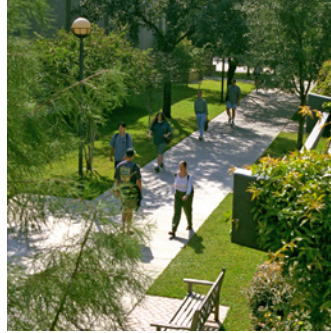


PUBLIC SPACES PLAN UPDATE



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- Park and Street Amenities and Site Furnishings

PREAMBLE

*“Restore human legs as a means of travel. Pedestrians rely on food
for fuel and need no special parking facilities.”*

Lewis Mumford

*“Being in a great public space is absolutely invigorating, even spiritual. To see people comfortable,
natural, and engaged is to see them at their best.”*

Fred Kent, Kathy Madden, Project for Public Spaces

To our credit, today's communities recognize the importance of public space and plan ahead accordingly. The quandary is that we've become so enraptured with quantifying space needs (acres per person, acres for habitat needs, recreational facility needs per acre) that too often, quality has been relegated to the back seat. But in doing so, have we taken the “public” out of public space planning? Have we come to rely on science to the exclusion of art in planning our communities?

Every community needs inspiring, invigorating, vital public space. Public space is not just about acres of preserved open space or about providing recreational fields. These are critically important needs, to be sure. But don't forget that some of America's greatest public spaces are tiny little refuges –outdoor rooms – or narrow, linear landscaped corridors - in the midst of vast population centers.

Successful public spaces are destinations in which people gather and interact. They are sunny spines and linear parks that bind together neighborhoods and important destinations. They are fabulous streets and boulevards that do the same. They are places to sit and play a game of chess or read a book over lunch. They are places to take young toddlers or to ride one's bike or roller blade. They are lush, serene gardens.

Public spaces are shared spaces – used as resting places, activity centers, recreational facilities, walking and biking routes, plant and animal habitats, stormwater management areas, and connective tissue that provides context for the community fabric. Some are green and natural. Some are gray and paved.

Successful public spaces exhibit five very important qualities: They feel safe. They are designed to human scale. They are embracing. They are vibrant. They are multi-purpose places.

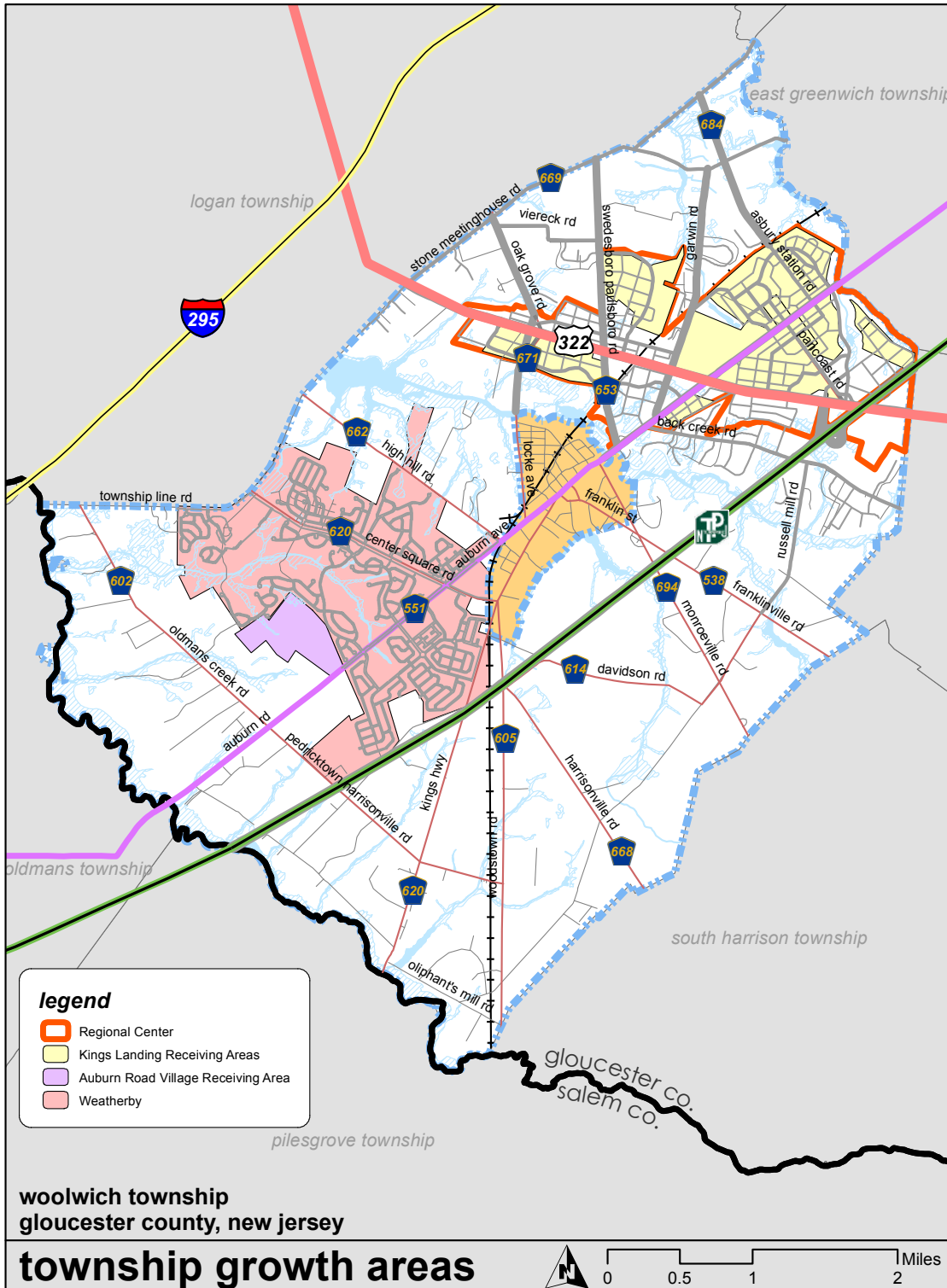
Designed in this way, public spaces support the notion of sustainable communities. They may evolve over time, but they will endure in perpetuity.

Public Spaces Plan provides the foundation for building successful, sustainable public spaces and linkages in Kings Landing, Woolwich Township.

INTRODUCTION

OVERVIEW

Woolwich Township is to become a community of roughly 23,000 people when fully built out. By that time, it will host a brand new town. Kings Landing at Woolwich will contain approximately 3,689 houses of varying types and prices and commercial space on 425 acres combined and built on approximately 2.5 square miles. This is the Township's larger of two Transfer of Development Rights Receiving Zones. Kings Landing is located along the US322 corridor. A large percentage of the Township's future growth will reside in the Kings Landing at Woolwich Regional Center.



Construction of the Regional Center is not expected to begin when necessary infrastructure—namely sewer and water – is in place. In the meantime, planning for Kings Landing is well underway. A central piece of the planning process is ensuring that public spaces and linkages are woven into the fabric of this 21st century new town. Equally important is the need to connect Kings Landing to other growth areas, activity centers, nodes, and rural hinterlands.

Outside of its growth areas - including the Regional Center, a 4,500 unit planned development called Weatherby, and a second Receiving Zone adjacent to Weatherby - much of Woolwich Township's rural context will remain as is. Through use of a growth management technique called the Transfer of Development Rights (TDR), roughly 4,000 acres of rural farmland and open space that are not already developed or approved for development will be permanently preserved. TDR will enable development potential in rural areas to be transferred into two planned growth areas called TDR Receiving Zones.

Future residents will enjoy an outstanding system of public spaces and linkages. These places will emerge over the next 20 to 30 years, during which time Woolwich Township is expected to fully build out. But they will continue to evolve long after, displaying the signature of each succeeding generations of stewards.

WHY ARE PUBLIC SPACES IMPORTANT?

The answer seems so obvious, yet we tend to take the benefits for granted. This is seen in the way development too often occurs in today's communities.

Open space is often physically or visually inaccessible, providing little public benefit. Often, connecting corridors are dark and uninviting or lacking in safe and attractive walking and bicycling paths. Public plazas or gathering areas are increasingly replaced by semi-private spaces accessible only to residents of individual developments.

Spontaneous social interaction cannot occur when public spaces are non-existent. Inadequate attention to design leaves places isolated, abandoned, unwelcoming and underutilized.

Public spaces and linkages are beneficial to physical and mental health, ecological health, visual enjoyment, and community spirit. They inspire social interaction, healthy activity, outdoor experiences, and refuge from hectic day-to-day activities.

To maximize these benefits, attention to design, location, and connectivity are essential. A comprehensive approach recognizes not only the value of the destinations but also of the connective tissues or corridors that bind these destinations together.

THE PLANNING PROCESS

When Woolwich Township launched its Transfer of Development Rights planning process, it became clear that a comprehensive plan for public spaces and linkages was essential. At the macro scale, this plan would build on the Woolwich Township Open Space and Recreation Plan (2004) and the 2015 Open Space and Recreation Plan for Woolwich Township and Swedesboro Borough, by focusing on public places and linkages that connect nodes and destinations throughout the Township and Kings Landing. At the micro scale, it would design a series of public spaces within Kings Landing for the benefit of Township residents and visitors alike.

Development of the 2010 plan began with the formation of a local subcommittee. The subcommittee met five times to discuss the community's issues and public space needs. During one of its meetings, subcommittee members toured a number of public spaces in Philadelphia, Pennsylvania and Washington Town Center, Robbinsville, New Jersey to begin to define the appropriate design and function of public spaces in Woolwich Township's Kings Landing.

A conceptual framework was developed in response to subcommittee input as well as feedback from the Woolwich Township Plan Petitioning Committee, an officially appointed group that oversaw the preparation of the TDR Plan and State Plan Endorsement petition. The framework was also influenced by the Open Space and Recreation Plan (2004) and the draft Circulation Plan for Woolwich Township and Planned Kings Landing, a sub-element of the Woolwich Township TDR Master Plan Element.

A draft document was prepared and vetted through the Plan Petitioning Committee, packaged as part of the entire TDR Master Plan Element so that the Committee could see how it fit into the larger context of this comprehensive Master Plan Element.

The Woolwich Kings Landing Public Spaces Plan Update has been prepared in a dramatically different context than the previous Public Spaces Plan that was prepared in 2010.

In February, 2015, Woolwich Township in cooperation with Swedesboro Borough prepared an Open Space & Recreation Plan for the two municipalities. This plan recommends that the municipalities acquire or otherwise preserve 952 acres of park and open space lands, to add to the 640 acres of park and open space lands owned by the municipalities and the 191 acres owned by the State. This will create an open space system of 1,783 acres of park and open space lands or approximately 12.6% of the total land area of the Township and the Borough. The Open Space & Recreation Plan also recommends the development of over 76 miles of on-road and off-road trails.

The Public Spaces Plan for Kings Landing will add to that total proposed inventory of parks and open space. The

development of a significant inventory of parks, open spaces and trails, will meet or exceed the recreational demands of a growing community. The Public Spaces component of Kings Landing will add to that inventory but focus on supporting the residential, business, restaurant, and retail uses of the Kings Landing. The importance of Kings Landing public spaces will be in helping to create identity and value for Woolwich's Kings Landing.

Kings Landing will be created by developing TDR receiving areas which are intended to be developed at relatively high densities. Accordingly, the Public Spaces Plan Update concentrates on the designation

of relatively smaller open spaces (as compared to the municipal open space plan) to add amenity and value. Additionally, nearby and adjacent environmentally sensitive lands that that must remain undeveloped – are also a part of the Kings Landing Public Spaces Plan.

PLAN ORGANIZATION

Public Spaces Plan Update maps a framework for linking existing and planned open spaces, parks, activity centers and landmarks in Kings Landing and throughout the Township.

GREEN LINKS AND GRAY LINKS

A PLAN FOR A NEW COMMUNITY: GOALS AND INTENT

GOALS

- Support a healthy, active living style of walking, bicycling and outdoor activity.
- Promote safe and efficient means of non-motorized travel.
- Enhance network connectivity and linkages throughout Kings Landing and the entire Township.
- Build public appreciation for green and gray infrastructure as community assets to be enjoyed.

HEALTHY, ACTIVE LIVING STYLE

The increase in public health problems among Americans – including obesity and diabetes – costs billions of dollars each year. These health problems have been attributed in part to a lack of adequate exercise.

Walking and bicycle paths contribute to healthy living by allowing people to combine exercise with recreational enjoyment and alternative modes of travel. To effectively accomplish this, sidewalks, bicycle paths and multi-purpose paths should be highly interconnected and convenient. They should offer direct routes to activity centers and places of interest. Also, they must be accessible from places that are pedestrian generators, such as neighborhoods, schools and shopping centers.

SAFE, EFFICIENT MEANS OF TRAVEL

Americans are wedded to their cars. Certainly, long distance trips, particularly in the absence of public transportation, demands that we rely on our cars. But shorter trips to the store or to visit friends or to travel to a neighborhood park should be achievable by means other than the car.

A significant number of work trips could be taken on foot or bicycle that are now traveled by car. With the expected increase in housing and employment along the US 322 Corridor over the next 20 to 25 years, the opportunity to use alternative modes of transportation for commuting trips will become even more viable.

Enticing people to walk or bike demands that the routes be safe, efficient, and aesthetically pleasing.

Meandering trails are wonderful recreational resources but they do not encourage non-vehicular trips for the purpose of traveling to a destination. Direct routes that feel isolated and lonely will discourage use by those who feel unsafe or threatened in this environment, regardless of how scenic they may be.

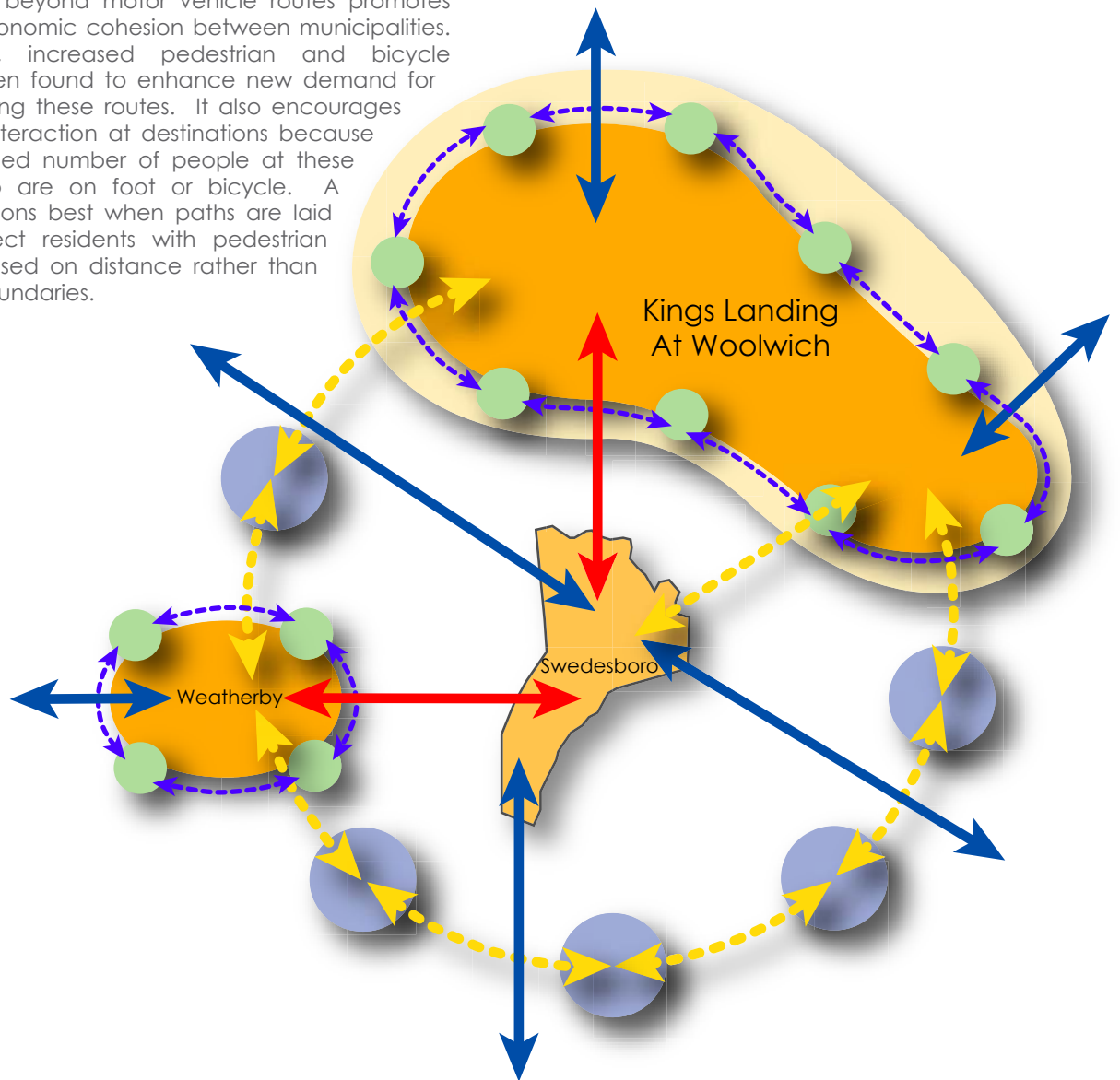
Safe and efficient routes are visible and direct. They are sufficiently wide to accommodate users and they avoid steep grades wherever possible. Roadway crossings are safe for pedestrians and bicyclists and traffic calming elements are used where appropriate. Lighting and landscape treatment are important elements in ensuring a safe, comfortable environment as well.









NETWORK CONNECTIVITY

Connectivity is valuable both within the Township and beyond. Neighborhoods, civic institutions, parks, greenways, natural areas, historic sites are all enticing destinations. Even more remote, rural resources should be reachable on foot or bicycle. A sufficient number of these destinations should be identified along any given route to avoid long, uninterrupted stretches and monotonous journeys.

In a town environment, an interconnected street grid provides the perfect setting to encourage foot and bicycle travel. Here, streets tend to be laid out in a grid. This introduces a great deal of redundancy, providing many different routes, destinations that are in closer proximity to each other, shorter trips, and more direct access to get from place to place.

Many communities understand the opportunities that existing and planned paths and trails afford recreational users and commuters. Offering ways to connect to each other's assets beyond motor vehicle routes promotes social and economic cohesion between municipalities. For example, increased pedestrian and bicycle traffic has been found to enhance new demand for businesses along these routes. It also encourages more social interaction at destinations because of the increased number of people at these locations who are on foot or bicycle. A network functions best when paths are laid out to connect residents with pedestrian generators based on distance rather than on political boundaries.



- Legend**
-  Nodes
 -  Key Nodes
 -  Nodes Within Key Nodes
 -  Woolwich Regional Center
 -  Direct Links
 -  Regional Links
 -  Links Within Node
 -  Links Between Nodes

**Woolwich Township
Gloucester County, New Jersey**

Proposed Conceptual Links Map

PUBLIC APPRECIATION OF GREEN AND GREY INFRASTRUCTURE

Few people would take exception to “greening” their community and capitalizing on assets such as stream corridors, natural areas and scenic vistas. But our grey infrastructure – namely roads – presents a tremendous asset as well. Gray infrastructure is just as important as is Green Infrastructure in enhancing connectivity. Often, this can be achieved at little cost or impact, by simply re-striping existing cartways to accommodate safe bicycle routes or enhancing the lighting, landscaping and public amenities along existing sidewalks. More extensive improvements can be supported in part through grants and through land development regulations. Making our gray infrastructure attractive, safe and enticing to pedestrians and bicyclists should increase appreciation for this critically important resource as a multi-modal public space.

THE CONCEPTUAL FRAMEWORK

The framework for a public spaces plan begins by defining the linear structure – the bones that will knit community

resources and activity centers together. Simultaneously, prominent “nodes” must be identified – existing and future places that the linear system will connect. The linear system described below consists of green links and gray links. The nodes include towns, neighborhoods, historic landmarks, parks, greenways and public spaces.

Green links as described in this plan are not to be confused with greenways. Greenways are linear swaths of open space that may or may not contain walking, bicycling or multi-purpose paths. Sometimes, they are unimproved linear stretches that function as wildlife movement corridors or buffers along streams.

Green links are roadways framed by both multi-purpose paths and bicycle lanes. Street tree plantings “green” the roadway corridor and screen the multi-purpose paths.

The three key nodes identified in this plan are the Borough of Swedesboro, Kings Landing and Weatherby. As tightly knit communities with residential neighborhoods, businesses and public spaces, they generate a great deal of pedestrian activity. Connectivity within such places is essential but connections between these communities and to the surrounding environs is equally important.

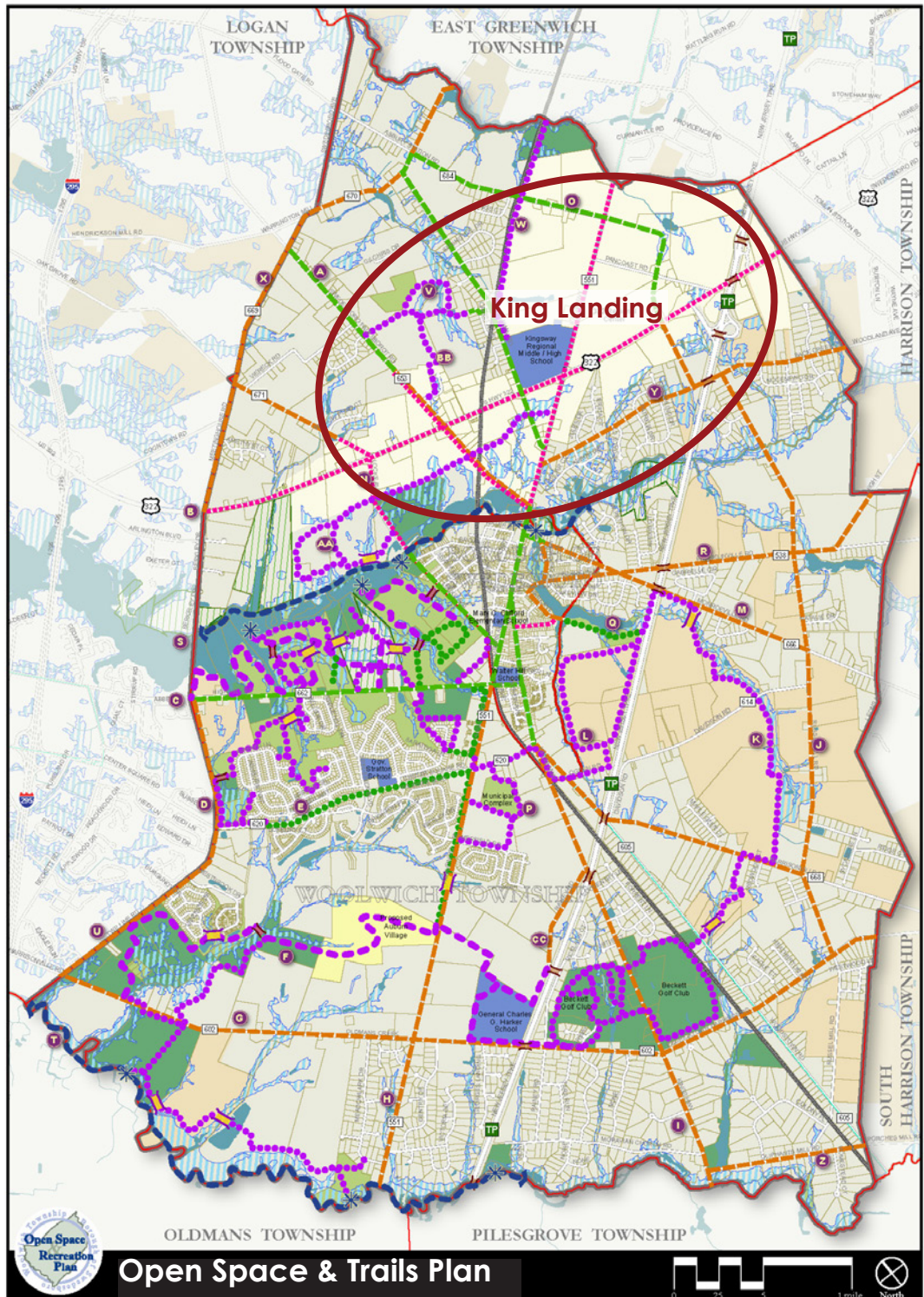
THE FOLLOWING ADDITIONAL NODES AND ACTIVITY CENTERS ARE FOUND IN AND AROUND WOOLWICH:

- Existing schools including the Governor Charles Stratton School, and Kingsway Middle School and High School
- Site of future elementary schools
- The Woolwich Township municipal building
- Planned community at the Auburn Road Village, which will include 502 mixed housing types, 50,000 square feet of commercial space, and public open space
- Public space within the Woolwich Adult planned retail center along US 322
- Locke Avenue Park, a 79.2 acre park providing active and passive recreational facilities
- Governor Stratton House, where the sixteenth governor of New Jersey – Charles Creighton Stratton, was born, raised and spent his final years
- One of two former Nike Missile Sites, the location of a future public park
- Mount Zion African Methodist Episcopal Church, the oldest AME congregation in New Jersey

The conceptual Public Spaces Plan appears as a string of pearls – the roadway connectors or string – that link a variety of important destinations or pearls within Woolwich Township. But the plan also shows the potential to extend these links beyond municipal boundaries. Not only are connections to Swedesboro important; so, too, are connections to surrounding Townships through which these roads travel. This regional vision recognizes that nodes of activity should be accessible to people based not on political boundaries, but rather on distance traveled. Furthermore, it supports the notion that regional pedestrian and bicycle linkages afford greater recreational opportunities for all to enjoy.

Township and Borough Parks, Open Space and Trail Plan

The Township and Borough Parks, Open Space and Trail Plan (2015) creates the context for the planned system of open spaces and gray and green linkages of Kings Landing. Because the 2015 plan ambitiously plans for many large parks and open space, the Public Spaces Plan Update for Kings Landing focuses on smaller plazas and civic spaces, neighborhood parks, linear allees/ buffers and green links. The largest open spaces and parks in Kings Village are the environmentally sensitive lands that typically are on the boundaries of the developed areas. As previously noted, gray links, in the form of off-road trails that parallel major roads in Kings Landing along with buffered bike lanes and share the road bike routes help to create the system of non-motorized linkages in Kings Landing that are essential to healthy lifestyles and creating value in this new village.



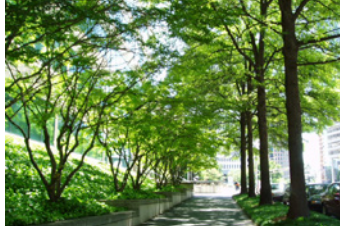
Right: 2015 Open Space & Trails Plan. Please refer to the complete plan for details of trails and parks surrounding Kings Landing.

KINGS LANDING PUBLIC SPACES

A PLAN FOR A NEW COMMUNITY'S PUBLIC SPACES: GOALS AND INTENT

GOALS

- Create a highly accessible and diverse system of public spaces in Kings Landing within proximity of residential neighborhoods



Illustrative of Neighborhood pocket park in Woolwich Kings Landing

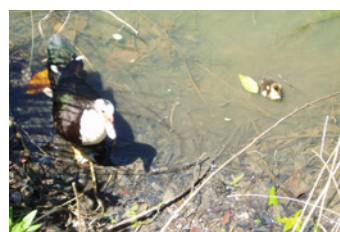
- View the design of public spaces as a unique opportunity to encourage social interaction and enliven community spirit



- Utilize green space for low-impact and natural approaches to stormwater management



- Protect wildlife habitat and natural features, particularly in wetlands and forested areas in and adjacent to Kings Landing





Neighborhood pocket park



Farmer's market in plaza space



Public art as a focal point



Neighborhood square at Washington Township, Mercer County NJ



Handscape doubles as sitting area



Commercial plazas encourage cafes

DIVERSE AND ACCESSIBLE PUBLIC SPACES

Diversity is important in terms of use, activities and landscape treatments. Public spaces should offer recreational activities – both active and passive. They should provide places for socializing and gathering. They should offer open views, shaded gardens, and walkways, all for vicarious pleasure. They should feature natural areas, formal gardens and other opportunities for educational benefit to Kings Landing residents. And they should offer a peaceful retreat from daily urban living.

To maximize use and enjoyment of public spaces, they must be accessible throughout Kings Landing. Each neighborhood should have plenty of parks and gathering spots. Linear parks and pedestrian friendly streets should link parks within and between neighborhoods. A good rule of thumb for the spacing of neighborhood parks is a one-thousand foot to one-thousand and five-hundred foot distance between each public space.

By choosing to live in a town setting, Kings Landing residents accept the reduction in private outdoor space that comes with a highly compact environment. In exchange for this, all residents should have ready access to a wide variety of enjoyable public spaces.

SOCIAL INTERACTION

The design of public spaces is instrumental in generating community interaction and spirit. Benches, picnic tables, tot lots draw people in and help people engage with each other. Band stands and farmers markets are public spaces that likewise draw crowds and promote social interaction. Adequate lighting, accessibility and visibility create a sense of security and safety, drawing people into public spaces. In a society where people spend so much time alone – whether in the car commuting to work or on cell phones – the ability to socialize is a healthy distraction. Well-designed public spaces are instrumental in promoting a sense of community.

STORMWATER MANAGEMENT

When we think of public spaces, we rarely if ever consider the stormwater management benefits that they can provide. Stormwater management has long been viewed simply as a necessary means of flood control and water quality protection. In the past, water would be piped to a basin in which it was detained and eventually discharged to a stream.

Today, stormwater management is viewed much differently. The ability to infiltrate water into the ground, allow soil to remove pollutants and reduce flood potential is more important than ever. Thanks to recently adopted regulations, New Jersey demands a far more holistic approach to stormwater management. This holistic approach moves away from traditional engineering solutions in favor of innovation and naturalistic solutions. For example, bio-swales can be used to remove pollutants and help recharge groundwater. (Show images w/ following explanations: bio-swales along the road or in the median are concave gardens planted with native perennials and trees that help facilitate water absorption

which also improved the streetscape). Innovative structural solutions like pervious pavers are attractive hardscaping that can be used on roads, walkways and plazas to help direct rainwater back into the ground, reducing runoff into streams and ponds.

Sustainable techniques like bio-swales, rain gardens and pervious pavement can be incorporated into public spaces and streetscapes, beautifying these places while serving essential health and safety functions. Some of these features will be integral components of Kings Landing green spaces.

Stormwater management areas may or may not be included in the various proposed public spaces that are a part of Kings Landing. Sometimes, these stormwater management areas will become prominent features such as in Residential Area C, where the existing pond may become a prominent landscape feature in addition to serving a stormwater management function. Other stormwater management features will be “invisible” since they may take the form of below grade stormwater infiltration areas or be located in vegetated areas in some of the environmental lands. As development proceeds, stormwater management areas will be further defined and if they can also be utilized as usable and meaningful public spaces, they will add to the overall inventory of public spaces in the Kings Landing. However, stormwater management areas should not be the primary land uses that make up the Kings Landing Public Space inventory. Please refer to the Kings Landing Stormwater Management Plan.

WILDLIFE HABITAT PROTECTION

Woolwich Township supports a rich array of natural habitats, from wetlands to upland forests and grasslands. Portions of Kings Landing and areas immediately adjacent are critical breeding and foraging areas for the bald eagle. While the bald eagle is making a comeback in New Jersey, it is still considered a threatened species by the State of New Jersey and is listed as endangered by the federal government.

Kings Landing can co-exist with bald eagle habitat so long as critical areas are left undisturbed. In part, this can be achieved through designation of protected green spaces in and around Kings Landing. Proximity of the town to such habitat will bring urban residents closer to nature, create a sense of ownership, and hopefully engender a great sense of respect and appreciation for these valuable and vulnerable resources.

CONCEPTUAL FRAMEWORK

The creation of sustainable communities requires the balance of natural and built environments. To stand the test of time communities need to have harmony between social, economic, and environmental factors. Public spaces play a role in the success of all three factors. In town landscapes such as Kings Landing, social interactions among residents and between visitors is vital to the formation of community identity and camaraderie. Successful communities have caring, pro-active citizens which rally together in times of crisis. Public spaces are the vehicle for such socialization.

Public spaces directly affect the economic stability of a mixed use town. What good is a commercial main street if people are not drawn to the space? How successful will businesses be if people do not have incentive to do more than jump out of their car, pick up what they came for and jump back in their car and leave? Successful commercial neighborhoods provide an experience which makes one want to walk, explore and stroll while discovering the shops and businesses the town has to offer. Public spaces in this realm are the streets affording pedestrian opportunities, not just vehicular ones. Street amenities and gathering spaces such as plazas along these streets add to their success.

Public spaces in Kings Landing were conceptualized with environmental factors in mind. Physical constraints such as wetlands and eagle foraging habitat remain virtually untouched and provide a network of greenway corridors around Kings Landing. These environments enhance the quality of life for residents and also provide critical habitat and wildlife transportation corridors. Sustainable communities require the balance of natural and built environments. Incorporation of native and naturalized landscapes define and connect the built environment while enhancing the community's aesthetic beauty. These naturalistic green edges form usable public spaces. Environmental factors are a concern in the built environment too. Kings Landing delineates some streets as green links providing not only pedestrian connectivity but opportunities for natural drainage systems where water can infiltrate into the ground.

It has long been understood that as communities increase in density residents need public space for their health. They provide a place for recreation, to socialize, an opportunity to feel the wind on one's face or to commune with nature. Americans are more overweight than they have ever been. Obesity is killing us. Public spaces encourage walking and bicycling and less reliance on automobiles for short trips. Studies have shown that people are willing to walk or bicycle within a one-thousand foot radius to reach a park or other public space. Kings Landing affords this opportunity within every neighborhood. Equally important, public spaces are good for our mental health. Studies have shown that close ties to others can ward off depression and even shorten recuperation time after surgery. Public space fulfills this role by providing residents a place to gather and socialize.

As communities such as Kings Landing are built at higher densities resulting in less private space, the need for public space, both green and urban, increases. Kings Landing has kept this principle in mind and offers many acres of public space, both active and passive. Public spaces include street right-of-ways and offer sidewalks and/or multi-purpose paths for pedestrians and cyclists. These public spaces also afford the opportunity for 'greening' of the streets which are an important design element in high density communities. As Kings Landing is constructed, it is important for the development of public spaces to occur at the same time so that people have access to these places immediately.

THE FOUR (4) TYPES OF PUBLIC SPACES DESIGNATED IN THE KINGS LANDING PUBLIC SPACES PLAN UPDATE ARE:

NEIGHBORHOOD PARK

These spaces might include: playgrounds; small sitting and gathering spaces; horticultural or vegetable gardens; unstructured / unscheduled play fields or meadows; and dog parks. These parks should include low level lighting for after dark use and safety, drinking fountains; they may include sculpture and other forms of art; small water features or fountains and interpretive and informational signage. These parks may include a variety of site furnishings such as benches, game tables, trash receptacles, bike racks, exercise equipment, and like features. The larger of these neighborhood parks should include restrooms. Restrooms can be modest with one (unisex) or two toilets. Development of these spaces as Wi-Fi hot spots should also be considered to encourage park users to remain outside while they may need to be on-line.

PLAZA / CIVIC SPACE

These smaller public open spaces are often located at street intersections and may include: paved areas with generous landscaping and horticultural displays that exhibit year round interest; a variety of options for seating that may include fixed or movable seating and tables; sculpture and other forms of artwork; low level lighting and Wi-Fi hotspots whenever possible. The Plaza / Civic Spaces may take on distinctly different characters depending on whether they are located in residential, commercial or mixed use areas of Kings Landing. In residential areas these become places where neighbors may meet. In commercial areas, these spaces might also serve as outdoor café areas for adjacent eating places, coffee shops and restaurants. In mixed use districts, these civic spaces may exhibit the best of both residential and commercial uses. In some areas of Kings Landing, several civic plazas have been located to create a rhythm in the landscape that can serve as organizational features, distinguishing one sub-neighborhood from another.

ALLEE'S / GREEN LINKS / BUFFERS

These public places are primarily linear in form and serve several functions: They provide interior green links with sidewalks, minor trails, trees and low-level lighting and occasional benches and they help connect various land uses to one another; They act as buffers between land uses and also as buffers to soften the intensity of uses in Kings Landing; They help separate neighborhoods into more recognizable sub-neighborhoods allowing more distinctive identities to be developed; and, They sometime serve as or add to roadway buffers providing visual screening or noise relief from motor vehicle traffic.

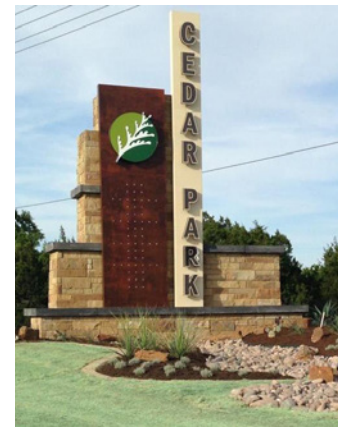
ENVIRONMENTAL LANDS

These areas include wetlands and streams and their associated riparian buffers. These larger environmentally sensitive lands typically occur at the peripheries of developed areas and serve as: buffers between developed areas; areas of plant and animal habitat; and, natural stormwater sinks that filter and cleanse stormwater runoff; these lands also provide contrast to the more developed areas of Kings Landing. Environmental lands will not require typical park maintenance but will need to be monitored and managed to protect and enhance the characteristics that make them susceptible to disturbance. For example, the edges of these areas will be very prone to invasive plant species. Accordingly, invasive species management should occur. Occasionally, upland areas adjunct to the Environmental Lands have been incorporated into these area and can be used for some many passive and marginally active recreational uses such as small unstructured play fields, meadows and in some instances dog parks.

The Public Spaces Plan designates a total of approximately 308 acres of public space. Of that total, approximately 174 acres are Environmental Lands. The remaining approximately 134 acres are contained in the various Kings Landing neighborhoods. These public spaces vary from ¼ acre civic spaces to neighborhood parks several acres in size.

Public streets and alleys (also described as gray links) are also very important components of the Kings Landing Public Spaces Plan. While the most obvious function of Kings Landing streets is to convey motor vehicles, there is another "primary" function: Streets should be

designed and built as "complete streets", accessible to all modes of transportation. Most streets in Kings Landing include parallel trails and sidewalks that will link pedestrian, cyclists, roller-bladers, skate-boarders and others to various destinations including public spaces. Streets in Kings Landing will also be the primary way visitors enter and view the village. As such, they need to be built to be attractive and sustainable public realm spaces that include good wayfinding signage, are well lit and include appropriate site amenities. While the primary design parameters for streets are contained in the Transportation Plan for Kings Landing, the aesthetic treatments and amenities for non-motorized travel along



Photographic examples of Gateway signs

these “parkways” in contained in this Public Spaces Plan.

For the purposes of the Public Spaces Plan, various areas of the plan have been identified as follows:

- Residential areas have been designated A through G and public spaces are labeled A-1, A-2, etc.
- Corridor Commercial public places areas are labeled “CC”. Mixed use public spaces are noted as “MU”.
- Please refer to the Public Spaces Plan for Kings Landing on pages 13 and 14.

GATEWAYS

The Kings Landing Circulation has designated three vehicular gateways along major roadways. These gateways impact and are impacted by the Public Spaces Plan.

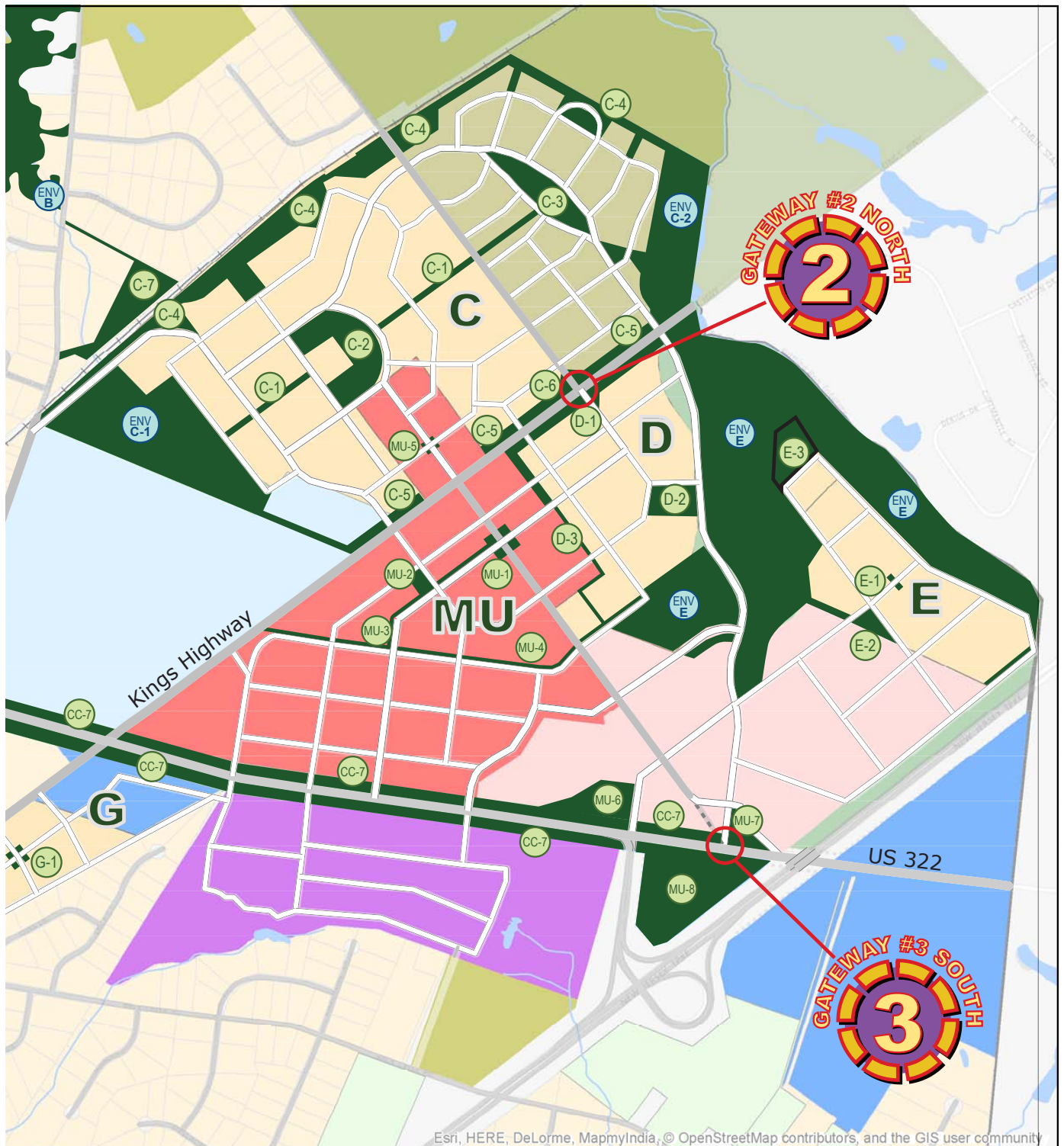
Gateway #1 West is located at the relocated intersection of Rt. 322 and Locke Avenue. Gateway #2 north is located at the intersection of Kings Highway and Asbury Station Road. Gateway #3 South is located at the reconfigured intersection of Rt. 322 and Pancoast Road.
















Gateway #1 west splits the land uses of Corridor Commercial on the north of Rt. 322 and Residential on the south side of Rt. 322. In order to create a safe access on both sides of the highway, parallel local roads are planned to access both business and residential uses. The areas between these roadways are recommended as Linear Parks / Buffers. They may also serve a stormwater management function. As such, they will present a green gateway into Kings Landing. The introduction of one or

more vertical elements at this gateway intersection is appropriate and could take several forms, including signage, sculpture / artwork, lighting effects, distinctive plant materials, or an artful combination of two or more of these elements. This gateway location is also the major point of access to Swedesboro (via Locke Avenue) for motorists approach the area from the west. As such, wayfinding / directional signage is an important element at this and the other two proposed gateways.

Gateway #2 north occurs in the center of residential area C and is just before the Mixed Use area for travelers from the west and north. Similar to gateway #1, the possible elements that may be included in this location are many. However, this gateway will also occur at Civic Space C-6 that is planned on all four corners of the intersection. As the major point of arrival for these residential neighborhoods, the combined gateway / plaza will influence and be influenced by the residential neighborhood identity that is created for these residential areas.

Gateway #3 South is will be the most intensely developed gateway at it is located at the junction of the New Jersey Turnpike and the proposed Regional Hotel Office, Mixed Use and Big Box Retail land use areas. On the south side of Route 322, there is a large area of green space – a “left over” area of the turnpike right-of-way that may present opportunities for the introduction of distinctive large trees that can both mitigate views toward the turnpike, but also create a unique landscape element for this gateway. On the north side of the highway, the gateway should most likely take on intensely developed design aesthetic. This could take the form of large signage, large water feature, expansive artwork or other element that is appropriate to both the scale of commercial development that is likely at this intersection and the scale of the Turnpike, from which this gateway will likely be visible.



- | | | |
|---|--|--|
|  Water Bodies & Waterways |  Schools/Civic |  Proposed Big Box Retail |
|  Natural Heritage Priority Sites |  Cemetary |  Proposed Corridor Commercial |
|  Preserved Land |  Existing Residential |  Proposed Neighborhood Commercial |
|  Proposed Farmland/Open Space Conservation |  Proposed Residential |  Proposed Regional Hotel/Office |
|  Proposed Green Buffer Area |  Proposed Mixed Use |  Redevelopment Areas |

PUBLIC SPACES PLAN – GENERAL DESCRIPTIONS

Residential Area A

Public Spaces A-1 through A-3 are Civic Plazas located at the four corners of the local road intersections. Each plaza is approximately 900 square feet each, (30' by 30') so that each of the three intersections are framed by 3,600 square feet of public space.

Green Link / Buffer A-4 stretches for the entire length of the residential land use and can serve several functions, often more than one at once. Whatever the landform for these linear public spaces (for example with or without berms) they will serve as a buffer to the Rt. 322 traffic. Level sections could, if fenced, function as a dog park. While narrow, some of these parcels between blocks are approximately 36,000 square feet or 8/10th of an acre.

As mentioned in the previous gateway discussion, these lands will also be integral to Gateway #1 west. A-4 may also include a stormwater management function.

Environmental Lands A, located to the south of the residential area, will also contain some upland areas (north of wetlands and riparian areas) and might contain some open grass field areas, meadows or a dog park.

Residential Area B

Public Space B-1 is a 2.3 acre neighborhood park located at the center of this residential neighborhood. The north end of the park may include stormwater management.

The four legs of Green Links / Allee B-2 divide this residential neighborhood into four quadrants. These tree-lined green passage-ways will directly tie the residential areas to the centrally located neighborhood park. They may also have a stormwater infiltration function.

A second Green Link / Buffer B-3 will be located along the western border of Residential Area B (along Swedesboro / Paulsboro Road) and continue around the south border of this residential area as it abuts the Corridor Commercial land use to the south and connects around to Environmental Lands B to the northeast. Since residential units will front interior roads, this linear space will also serve as a buffer to the road.

Neighborhood Park B-4 is approximately ½ acre is at the southern end of this residential area.

Environmental Lands B abuts the eastern border and is approximately 45 acres and buffers Kings Landing from existing residential areas.

Residential Area C

This residential neighborhood contains both interior and perimeter open spaces that will help to create a unique residential identity within this Kings Landing neighborhood. The nearly symmetrical roadway layout is a catalyst to a gently formal public space configuration. Overall, the amount of open space in this residential neighborhood is approximately 55 acres.

Environmental Lands C-1 is located at the southwest end of the area. It surrounds a long, narrow pond and associated riparian areas. It is anticipated that this pond will become an aesthetic and visual feature with a loop trail around it and possibly with a bridge over a part of the pond.

Neighborhood Park C-2 is a "c" shaped park that is approximately 5 acres and is planned to surround a community center. C-2 is connected to C-1 via a Green Link / Allee. The Allee extends north roughly bisecting the residential area and terminates in Neighborhood Park C-3.

C-3 Park is a long narrow parcel that also serves as a wide median in the local road network. This space is a buffer between neighborhoods and has strong visual open space function. This park may include stormwater management.

C-4 Public Spaces are a series of perimeter green areas that buffer this residential neighborhood from the existing active railroad line on the properties western boundary and extend around to the north and northeast border of the neighborhood.

C-5 Public Spaces are similar to the C-4 public spaces and buffer the residential neighborhoods from Kings Highway traffic. These could contain stormwater bioswales.

C-6 are twin Plazas that make up the northern half of the D-1 plazas that also contribute to Gateway #2 west.

Residential Area D

Area D is situated on the southeast side of Kings Highway across from Residential Area C.

D-1 is the other half of the Gateway #2 on the south side of the road. These matching twin civic plazas will help to create a gateway to both Kings Landing and these residential neighborhoods.

"I end then in praise of small spaces. The multiplier effect is tremendous. It is not just the number of people using them, but the larger number who pass by and enjoy them vicariously, or even the larger number who feel better about the city center for knowledge of them. For a city, such places are priceless, whatever the cost. They are built of a set of basics and they are right in front of our noses. If we look."

- William Whyte

D-2 is a nearly 2 acre neighborhood park that will serve the neighborhood. It is located at terminus of an extended Asbury Station Road. It also serves as a transition from more structured park space to environmental lands E.

D-3 is a Green Link / Buffer along the southern perimeter of the residential area and is the demarcation between the residential land use and the more intense mixed land use.

Residential Area E

E-1 is a plaza / Civic Space located at the center of this residential area. This is a compact 50 foot by 50 foot plaza that create the only civic space in this neighborhood. Since this residential precinct is nearly surrounded on three sides by Natural Lands E, structured civic space needs in neighborhood E are minimal.

Neighborhood Park E-2 is located on the boundary of Residential Area E and the Hotel / Office District. This Park serves as a buffer and public space for residents of Residential Area E, Hotel guest and employees, and / or office employees. The park includes a connection to Environmental Lands E.

Neighborhood Park E-3 is approximately 1 acre in size and is situated in upland soils, above the environmentally sensitive soils in Environmental Lands E. It is also topographically lower than most of residential area E and as such can also serve a stormwater management function – in addition to being a neighborhood park. However, the stormwater management should not overwhelm the usable functions of this park.

Residential Area F

F-1 is a plaza / Civic Space located at the four corners of a local road intersection. Each plaza / Civic Space is approximately 900 square feet (30' by 30') and forms a gateway between proposed residential and neighborhood commercial.

Residential Area G

G-1 is similar to F-1. F-1 is a plaza / Civic Space located at the four corners of a local road intersection. Each plaza / Civic Space is approximately 900 square feet (30' by 30').

Corridor Commercial (CC)

Public Space CC-1 and CC-2 are located at the four corners of local road intersections. Each plaza is approximately 900 square feet (30' by 30') and creates important public / civic plazas in the Corridor Commercial district.

Public Spaces CC-3 through CC-6 are Civic Plazas located at road intersections throughout Corridor Commercial. These plazas are larger than CC-1 and CC-2, at approximately 2,500 square feet (50' by 50'), since they are located closer to major roadways and intersections.

CC-7 is a Green Link / buffer along US Route 322. It creates a corridor for non-motorized transportation and establishes Public Space along commercialized areas. This linear space will also serve as a buffer for Residential Area A where units will front interior roads. It may also serve some stormwater management functions.

Mixed Use (MU)

MU-1 is a plaza / civic space located at the four corners of a road intersection. Each plaza is approximately 3,600 square feet (80' by 80') and creates a destination for both residents and shoppers within the mixed use district.

MU-2 is a park in the center of the Mixed Use District that is approximately 30,000 square feet (150' by 200'). Since MU-1 is located at an intersection and consists of smaller spaces, MU-2 creates an important large public space.

MU-3 and MU-4 are both Green Links and approximately 30' wide. These are important trail connections within the Corridor Commercial district and to Environmental Land E and Residential Area D.

MU-5 is located at the four corners of a local road intersection. Each plaza is approximately 900 square feet (30' by 30') and establishes important public space for mixed use residents and shoppers.

MU -6 is owned by the NJ Turnpike Commission. It is not known if this parcel continues to be of use to the Turnpike Commission. The Township should explore if parcel might be available for acquisition from the Turnpike Commission. It could become a major civic plaza for the surrounding mixed use development area.

MU-7 is located on the north side of Gateway #3 South. This Civic Space will help to create the gateway to Kings Landing as well as the Regional Hotel / Office District.

MU-8 is located on the other side of US Route 322 from MU-7 and helps to create the southern half of Gateway #3 South. This land is also located between the NJ Turnpike toll plaza and highway and establishes a green buffer.



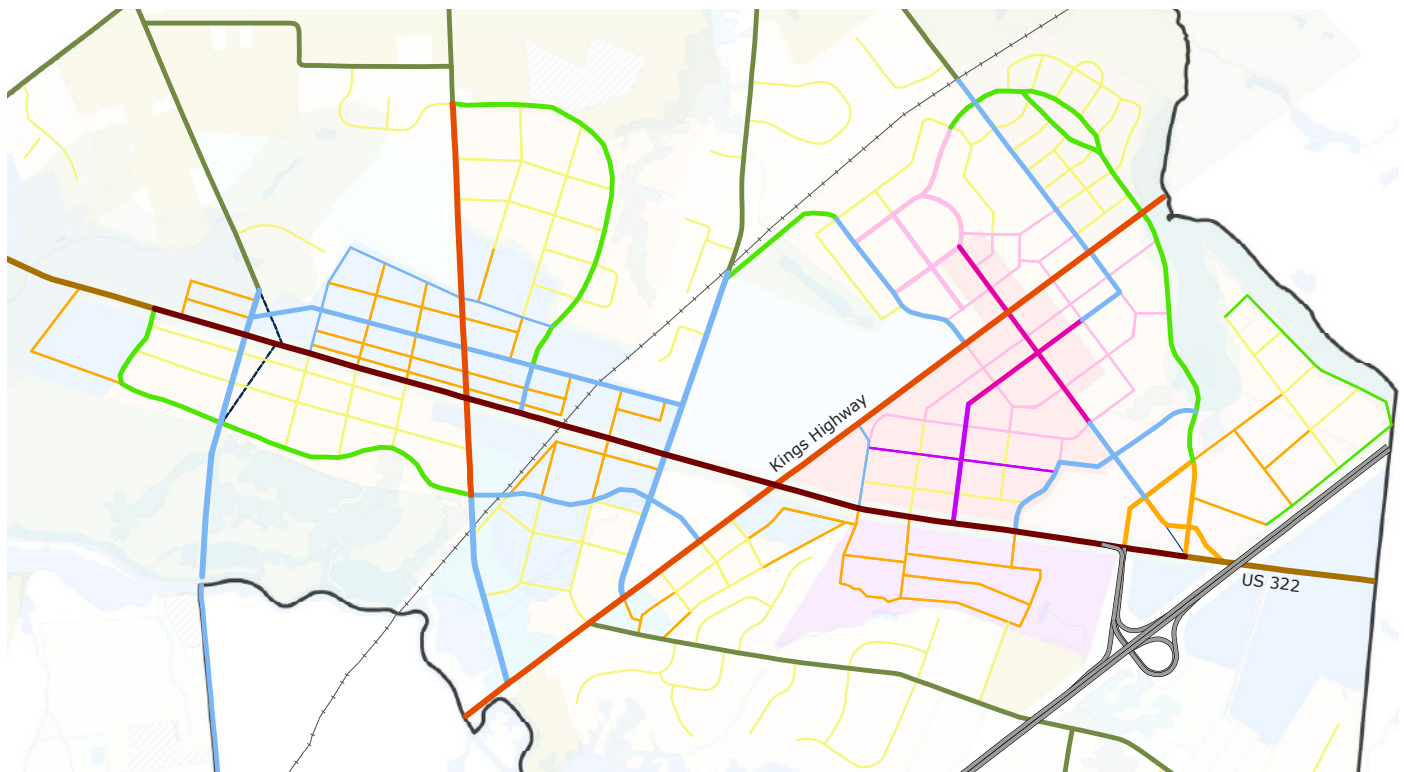
Photographic example of what greenway public spaces in Kings Landing may be like

KINGS LANDING ROADWAY / PUBLIC SPACES

As mentioned previously, streets in Kings Landing are arguably as important in the public realm as parks, plazas, and environmentally sensitive lands. Streets are where the social interactions and the commerce of everyday life takes place. It is where potential new businesses and residents will first be introduced to Kings Landing and it is these streets that the students of Kings Landing will walk or bike to school and where young mothers will push strollers with the future students and leaders of the community.

The functional and operation aspects of moving vehicles, pedestrians and bicycles to and through Kings Landings streets have been carefully considered in the preparation of this Public Spaces Plan. The 2015 Open Space & Recreation Plan envisions for over 75 miles of on and off road trail throughout Swedesboro and Woolwich Township. The Kings Landing multi-use trails, bike lanes, sidewalks and shared-use vehicular lanes will add to this inventory of non-motor vehicle routes.

The various non-motorized routes in Kings Landing are located as per the below roadway topology plan (from the transportation element) described as follows:



Regional Center Circulation Concept

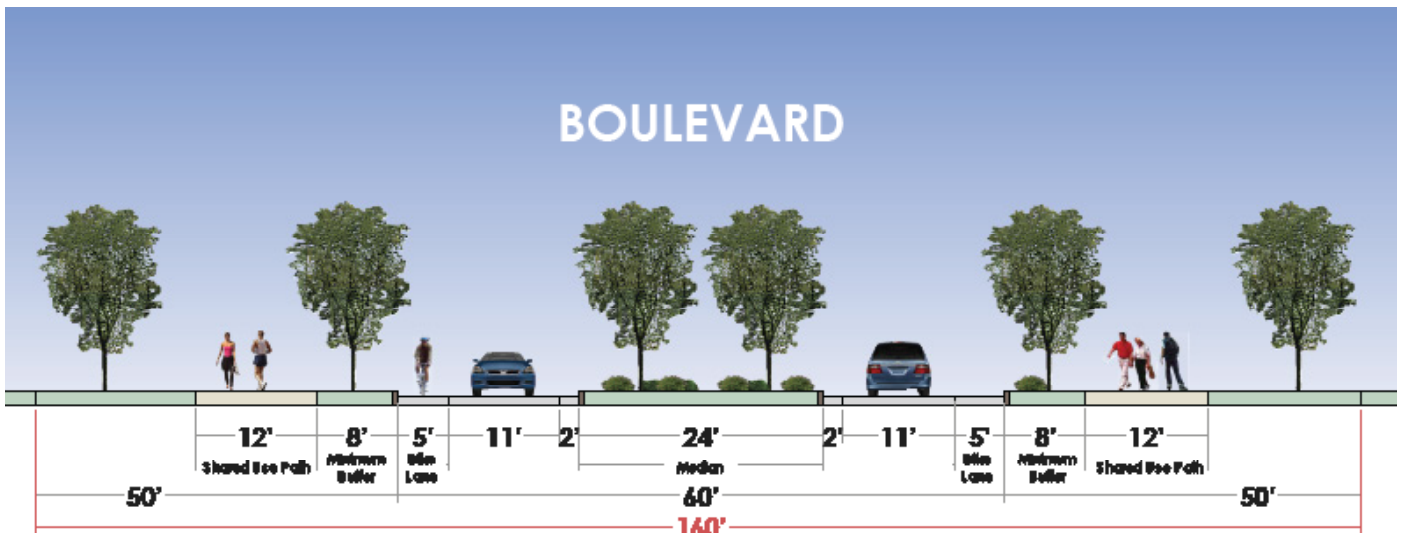
Street Typologies

Woolwich Township, N J



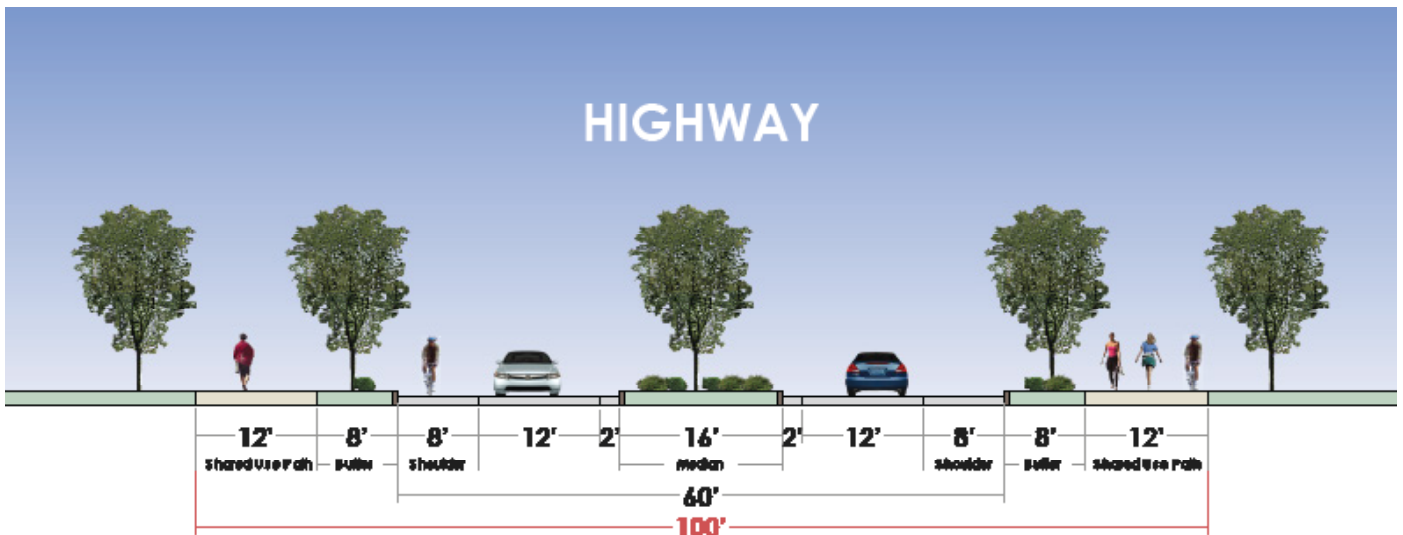
not to scale

- | | | |
|-------------------|----------------------|-----------------------------|
| — Turnpike | — Rural Highway | — Local Street - Parking |
| — Boulevard | — Parkway | — Local Street - No Parking |
| — Highway | — Destination Street | --- To Be Vacated |
| — Collector | — Main Street | — Railroad |
| — Local Connector | — Town Center | |



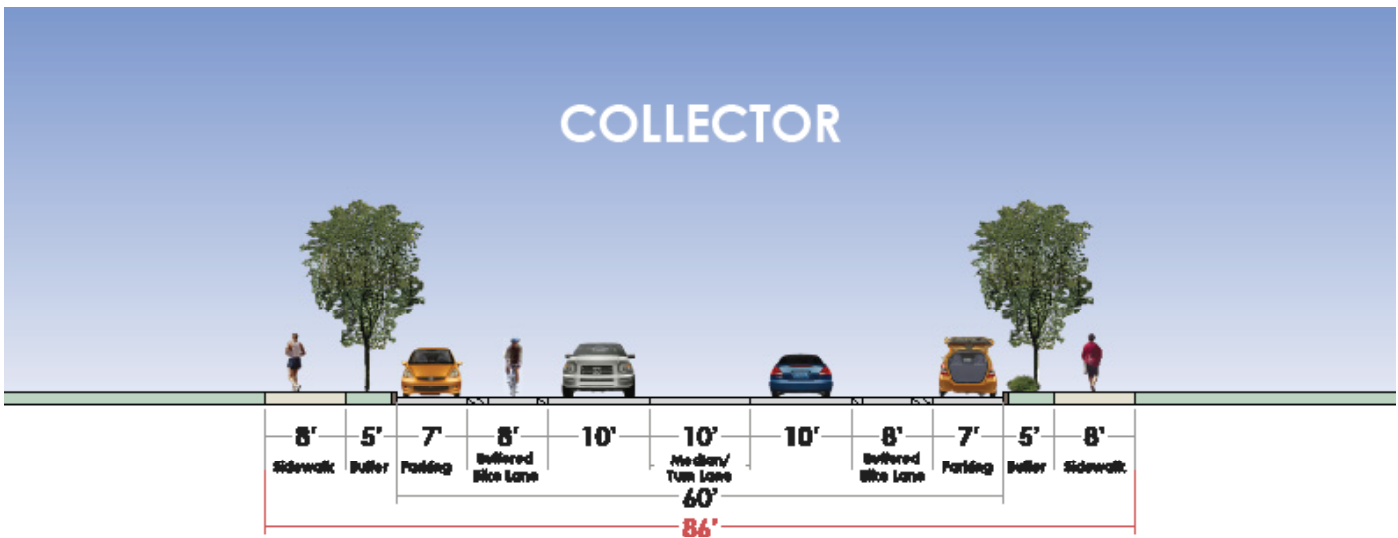
BOULEVARD CROSS SECTION

The central segment of Rt. 322 is planned with the Boulevard Cross Section. The boulevard features a median that is up to 24 feet in width. In addition to being a lush planted area with a double row of shade trees and select areas with colorful and seasonal plantings, the median will provide an important pedestrian / cyclist refuge when crossing over Rt. 322. 12 foot wide, off-road, shared-use-paths will flank both sides of the roadway. Eight foot wide buffers between the roadway and shared-use-path will be additional areas for tree planting and light placement. These green areas can also provide stormwater infiltration areas such as bioswales and raingardens and may be able to mitigate at least a portion of roadway stormwater runoff. For much of the length of the boulevard, there are a series of linear green spaces noted on the Public Spaces Plan as "CC-7". This public green area buffers the Rt. 322 traffic from adjacent land uses. The shared use pathways will have substantial green area width in which to be placed, allowing the alignment to undulate and move sensuously through what is essentially a linear park.



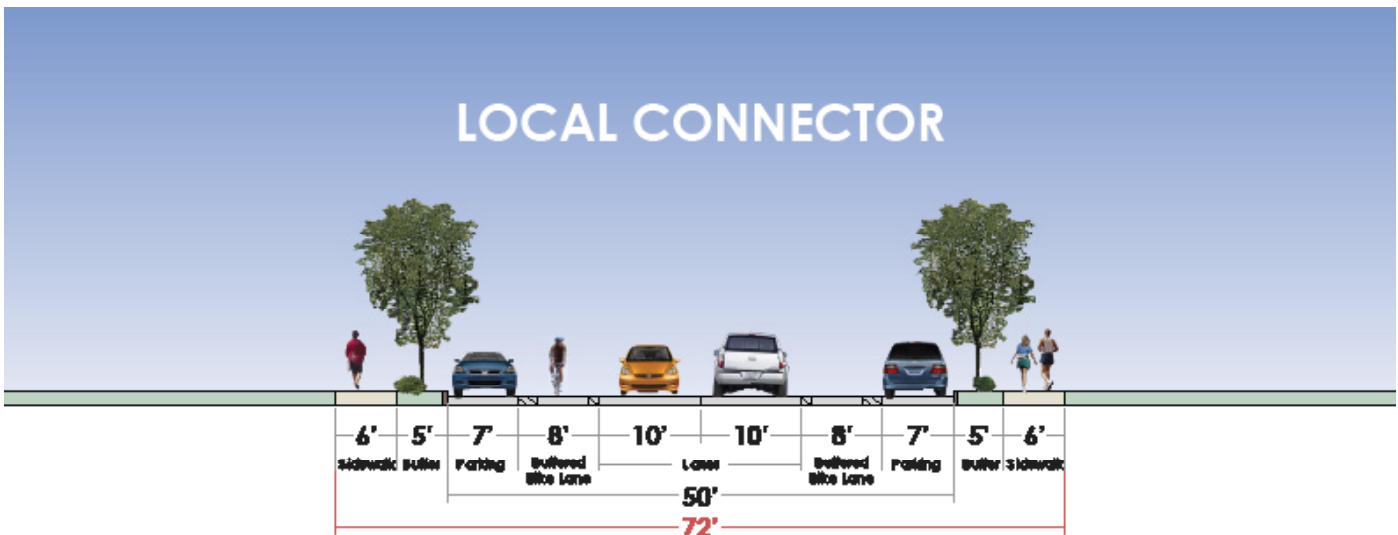
HIGHWAY CROSS SECTION

The highway cross section will be utilized on the eastern and western gateways for Kings Landing on Route 322. Here, the median is reduced to 16 feet in width with single row tree plantings, and will still provide a refuge island for pedestrians and cyclists. Eight foot wide roadway shoulders provide a safe space for on-road cyclists. Twelve foot wide, off-road, shared-use-paths continue to flank both sides of the roadway and provide unfettered pedestrian/bike pathways. These are recommended to start 200 feet outside of the municipal boundary. There will be an 8 foot wide green buffer between the roadway / shoulder and the shared use path. This buffer can host shade trees (at thirty to forty feet on-center, depending on species) along with pathway lighting. Similar to the Boulevard, Highway green areas can be utilized for stormwater mitigation areas and BMPs. The inclusion of the shared used paths along both the Boulevard and Highway roadways will create an image-setting landscape in Kings Landing that clearly prioritizes non-motorized transportation modes.



COLLECTOR ROAD CROSS SECTION

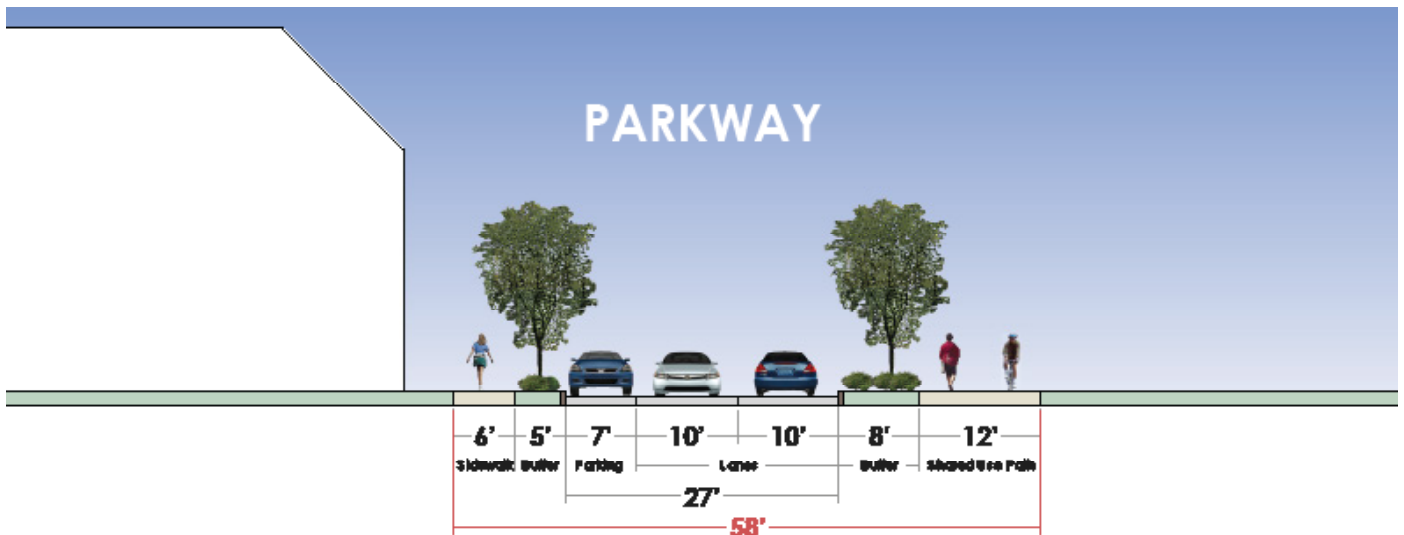
In Kings Landing the collector roads are; Kings Highway and Swedesboro-Paulsboro Road (north of the RR line). The Collector Roadways include 8 foot wide sidewalks on both sides of the collector and 8 foot wide buffered bike lanes on both sides. A 5 foot wide green buffer with street tree plantings separates the on-street parking from the sidewalk. Buffered bike lanes are proposed on the outside of the parking area, adjacent to motor vehicle lanes. While these collector roads will carry relatively high volumes of traffic, the maintenance of generous sidewalks and buffered bike lanes will maintain non-vehicular safety and solidify these roadways as important pedestrian and cyclist zones.



LOCAL CONNECTOR ROAD CROSS SECTION

In Kings Landing, Local Connectors will make the transition from Collectors to other types of local streets. Local Connector locations include: The southern section of Swedesboro-Paulsboro Road; Garwin Road and Kelley Road (South of the RR line to Kings Highway); Locke Avenue (generally south of Rt. 322); The parallel road north of Rt. 322 (on the west side of Kings Landing); and several other new roadways in Kings Landing.

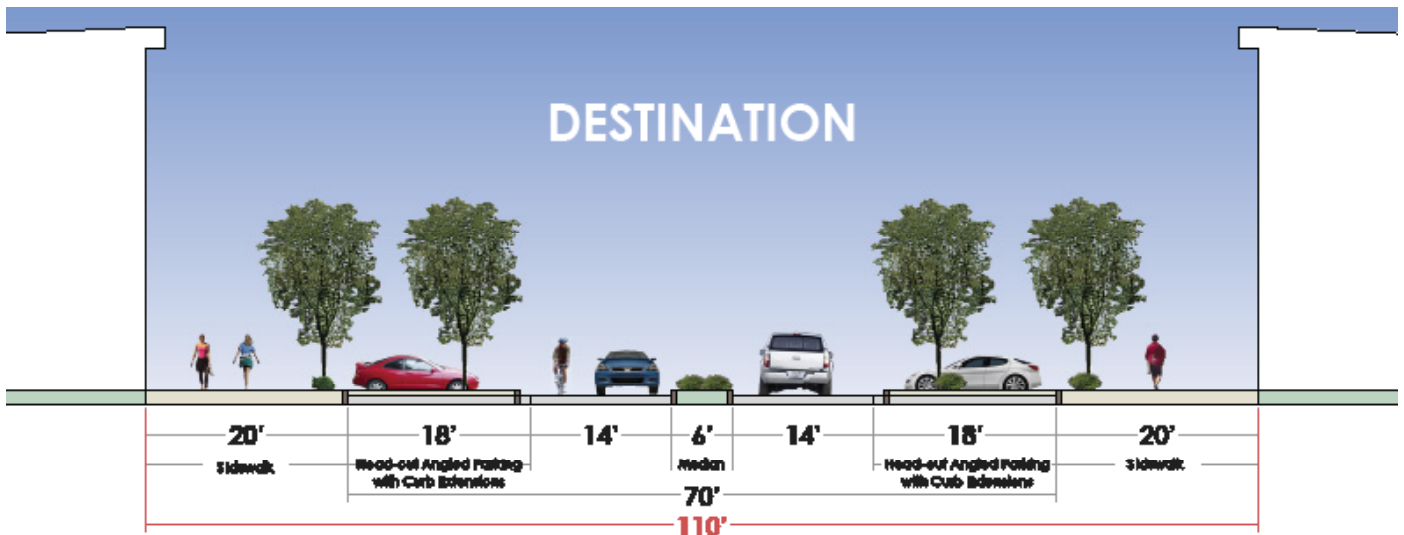
The local connector has 8 foot wide buffered bike lanes and 6 foot wide sidewalks on both sides of the roadway. On-street parking is also provided, which will well serve residential, mixes use, and commercial land uses that will be located along these roadway. The on-street parking will also serve as a traffic calming measure. Five foot wide tree-planted buffers will be included on both sides of the road, between the parking and sidewalks.



PARKWAY CROSS SECTION

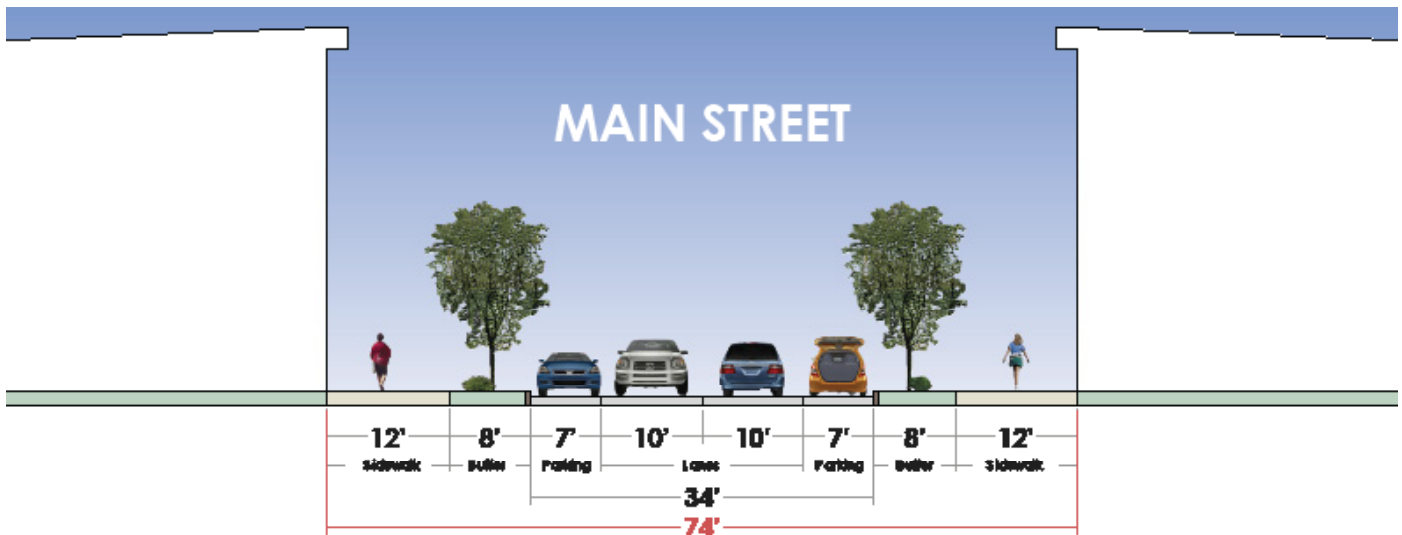
Parkways in Kings Landing are planned on a number of new town center streets. Typically, these occur on streets that border areas of public spaces, often, some of the environmentally constrained lands. There are four major Parkways in Kings Landing as shown on the Street Typologies map.

Parkways are designed with two, 10 foot wide vehicle lanes and will include on street parking on one side of the roadway. The side of the roadway with parking will have a 5 foot wide planted buffer and a 6 foot wide sidewalk. The opposite side of the roadway includes an 8 foot wide buffer and then a 12 foot wide shared use path that typically will border the public space / green space along much of the length of the parkways. With traffic volumes and speeds lower than on Local Connectors, the Parkways are transitional roadways that connect to less intense vehicular roadways – while at the same time elevating the status of pedestrians and cyclists in the Kings Landing transportation hierarchy.



DESTINATION ROAD CROSS SECTION

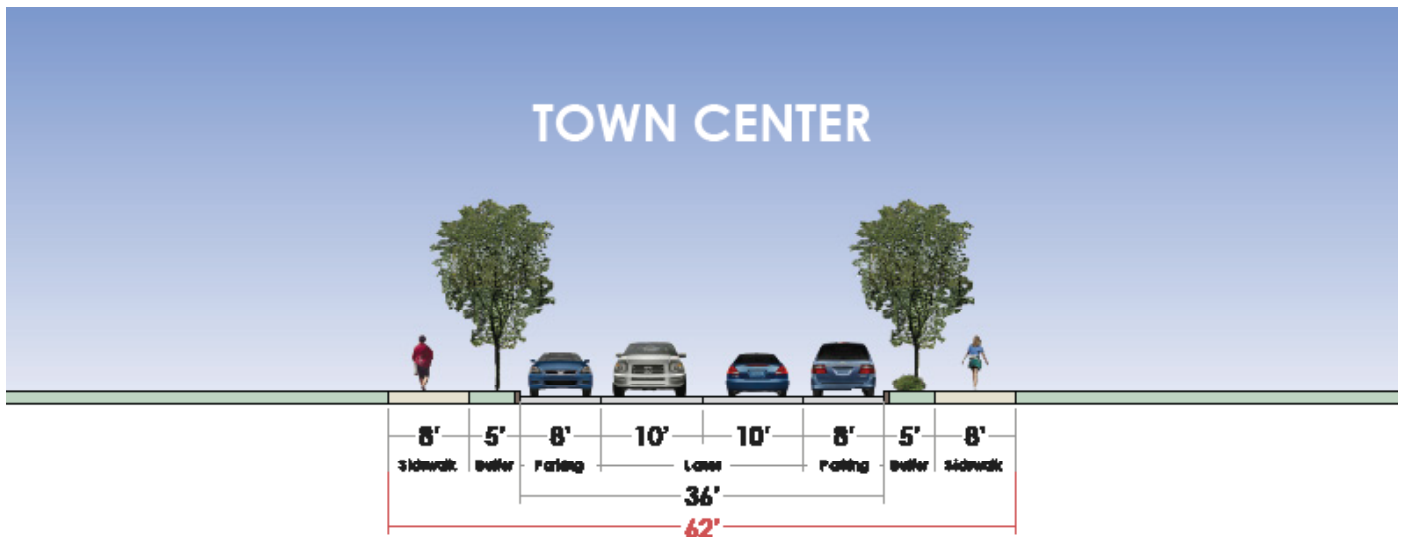
The Destination Roads are located in the center of Kings Landing in the Mixed Use Area, on the east side of the new town, just to the north of Rt. 322. Each side of the street in these commercial / retail / residential areas will include 20 foot wide sidewalk with in-ground planters with shade trees at 30 feet on center. These wide sidewalks will accommodate outdoor dining. Street furniture such as benches, trash receptacles, and artwork and bus shelters should be provided along these streets. Cyclists will share 14 foot wide vehicular travel lanes with motorists. Head-out angled parking in 18 foot deep bays will provide on-street parking to create lots of activity on the street and to supplement larger parking lots / garages in the mixed use area. Pedestrian sidewalk “extensions” from the main sidewalk out through these parking bays to street crossings will make pedestrian circulation comfortable and safe. A 6 foot wide median – will add to the street greenery – and could provide some small areas for stormwater infiltration and BMPs. Please refer to the Streets Typology Map for these locations.



MAIN STREET CROSS SECTION

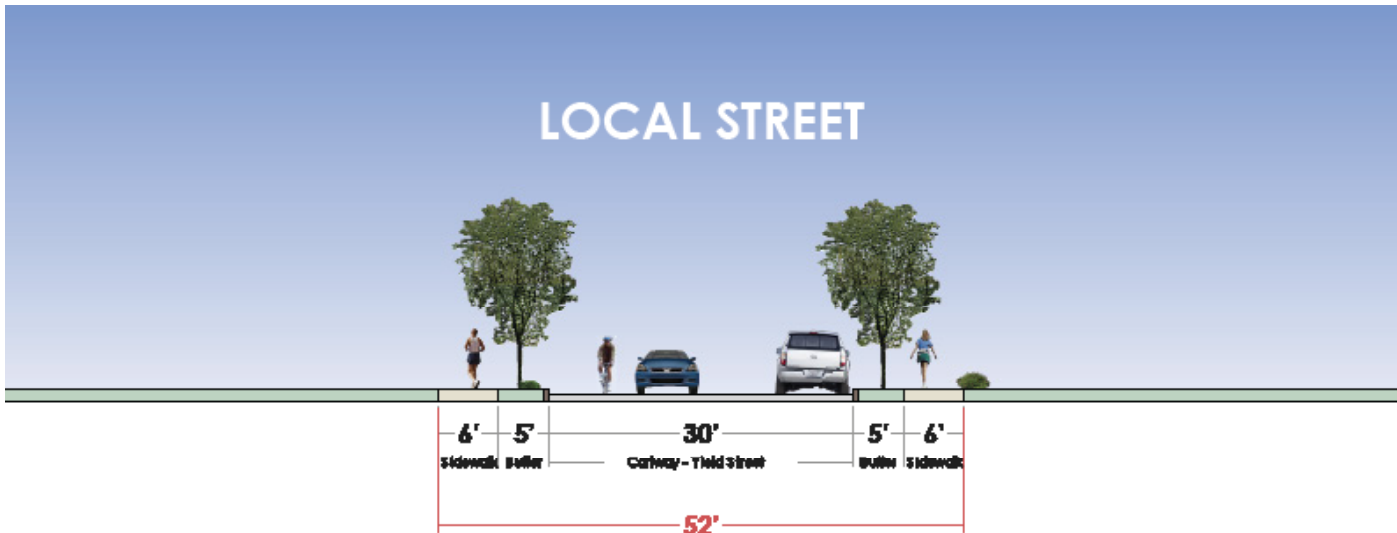
The Main Street Cross Section are located north of the Destination Streets in the mixed use heart of Kings Landing and form a bridge between commercial / mixed uses and the highest density residential uses located to the northwest.

Two 10 foot wide vehicular lanes will be flanked by on street parking. Planted buffers will be 8 feet wide and will separate the parking from 12 foot side sidewalks. While these sidewalks are narrower than those on the Destination Streets, they are still wide enough to accommodate outdoor dining. These buffers might be a combination of green planted areas and unit paver hardscapes to create larger areas for outdoor dining if needed. However, It is recommended that overall, these buffers be at least 50% planted. However, the 8 foot width of this buffer will effectively add to the sidewalk width for outdoor dining areas. Cyclists will share two 10 foot wide vehicles lanes on this low speed roadway. Please refer to the Streets Typology Map for the locations of the Main Street cross section.



TOWN CENTER ROAD CROSS SECTION

These roadways are located in the central residential area (to the west of Kings Highway) and mixed use areas (north of Route 322) of Kings Landing. Two 10 foot wide vehicular cartways are flanked by on-street parking. Five foot wide planted buffers and 8 foot wide sidewalks complete the cross section. Since some of these roads are in the mixed use area of Kings Landing, there may be restaurants and eateries in this area. The 8 foot wide sidewalks could accommodate some limited outdoor cafes. If tree plantings in the 5 foot wide buffer strips were accomplished with tree grates or pervious paving, additional outdoor café area could be created. Please refer to the Streets Typology Map for these locations.



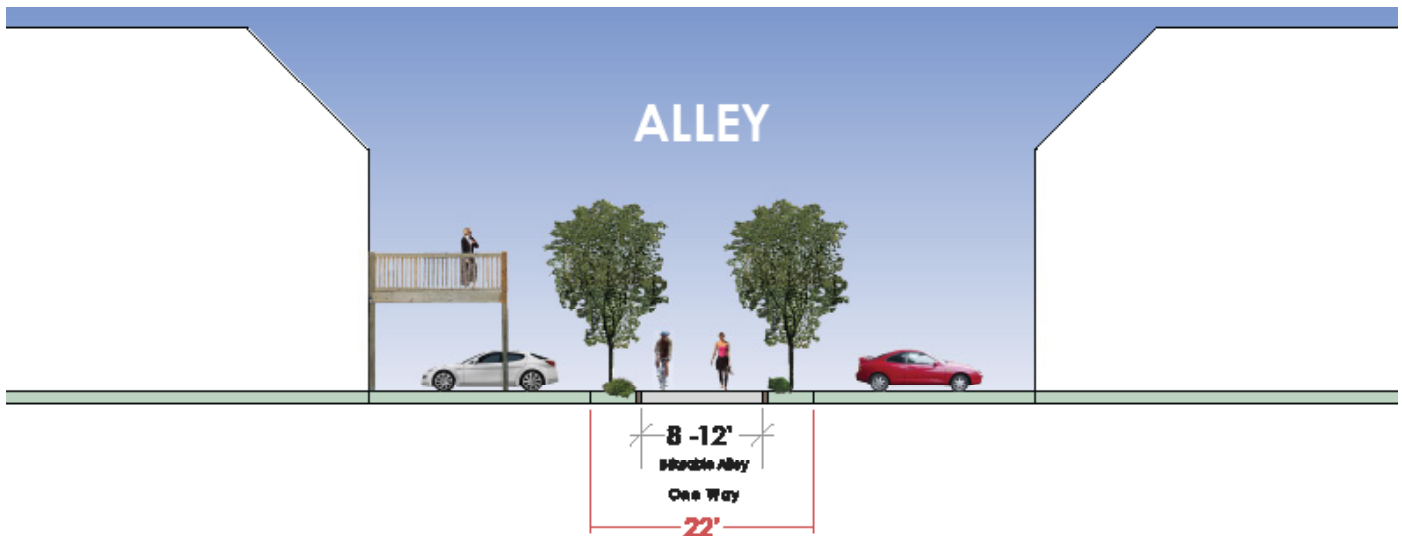
LOCAL STREET CROSS SECTION – with PARKING

These streets will have an overall cartway width of 30 feet with on-street parking on one side of the street. This will allow two 11 foot wide vehicle travel lanes that will be shared for cyclist use. Six foot wide sidewalks will be provided along with 5 foot wide buffers between the sidewalks and the cartway. Street trees should be included wherever possible on these streets. Where buffers are not wide enough, or if underground utilities prevent tree installation – some parking spaces might be eliminated in favor of occasional “tree islands” to create shade and add texture to these streets. Local streets with parking tend to be in the residential areas of Kings Landing. Please refer to the Local Streets Typology Map for these locations.



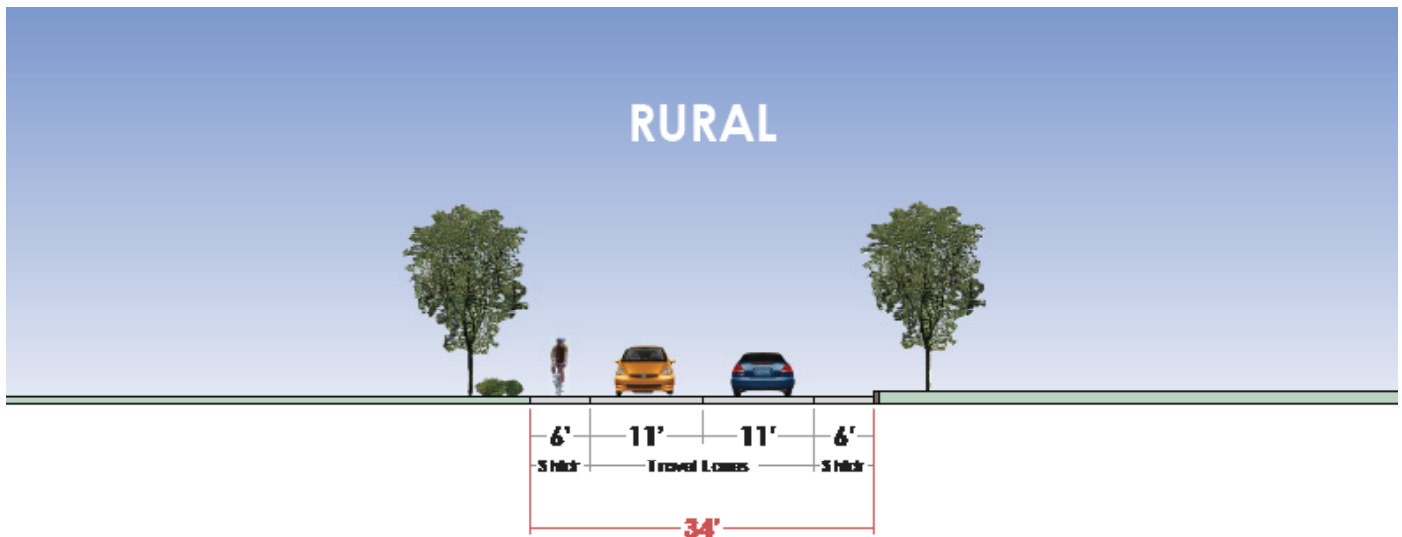
LOCAL STREET CROSS SECTION – without PARKING

Local Streets without parking will have a 24 foot wide cartway, 5 foot wide planted buffers and 6 foot wide sidewalks. These local streets without parking tend to be located in the Corridor Commercial area in the western half of Kings Landing and in the Hotel / Office area in the east. The Township should maintain a degree of flexibility as to which local streets finally have or do not have parking based on proposed uses at the time of land development. Please refer to the Local Streets Typology Map for these locations.



ALLEY CROSS SECTION

Alleys are one-way streets typically designed to provide access to the rears of residential or commercial lots. They are envisioned as being 8 to 12 feet in width. Cyclists can often share these low-volume roadways and encounter little vehicle traffic. Alleys will be installed and constructed in locations as appropriate to the type and scale of development in Kings Landing. Wherever possible, shade trees should be a part of the street vocabulary in Kings Landing alleys. If there is not sufficient room within the public right of way for street tree planting, the Township should encourage street tree planting on private lots adjacent to the alleys.



RURAL HIGHWAY CROSS SECTION

Rural Highways are located on the outskirts of Kings Landing. They consist of two 11 foot wide vehicle lanes with 6 foot wide shoulders. These shoulders are wide enough for safe on-road cyclist use.



Example: bike lane



Example: wide shoulder for bicyclists



Example: multi-use trail



Example: vegetated buffering along sidewalks



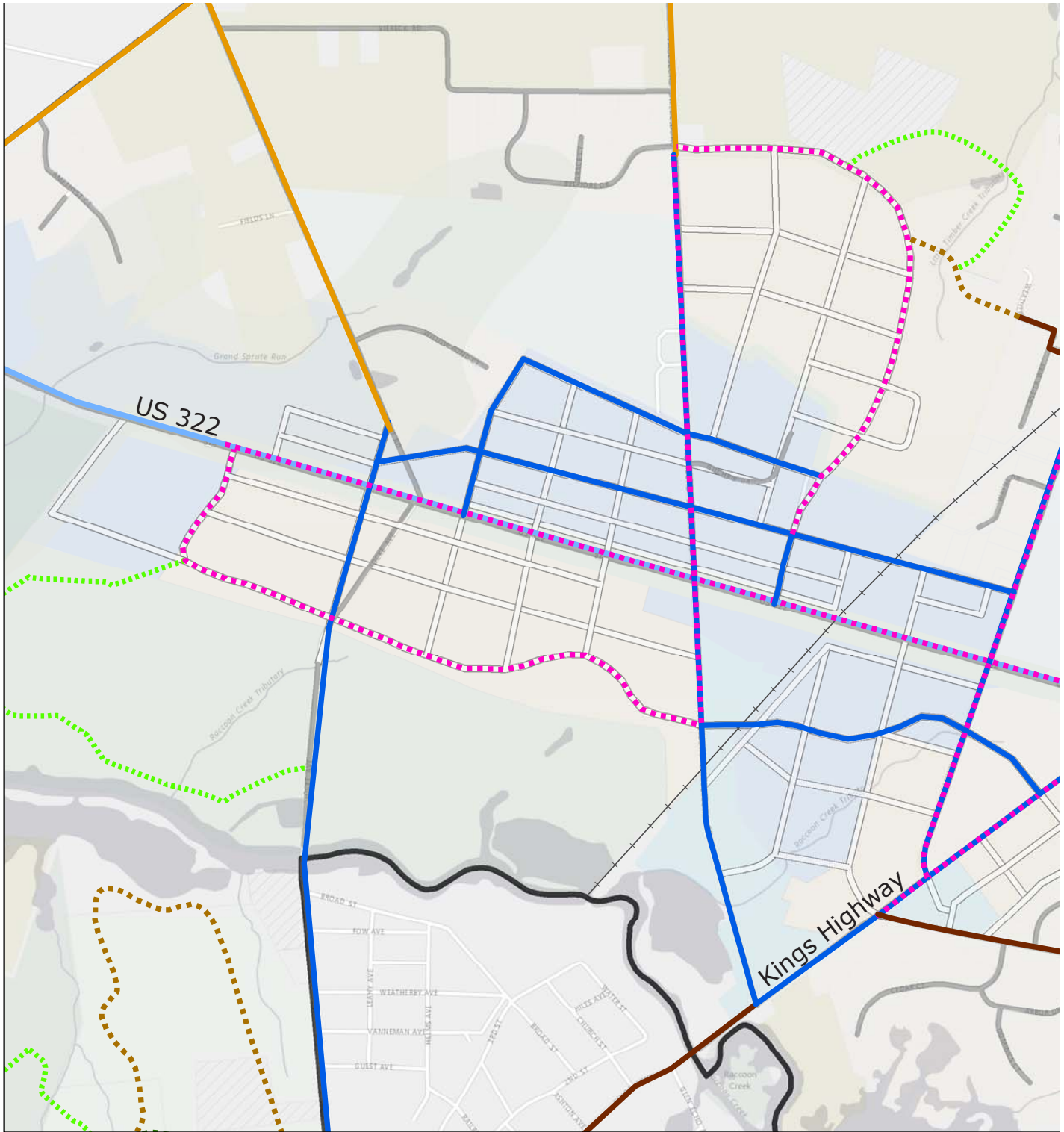
Example: vegetated buffering along sidewalks



Example: multi-use trail (rendering)



Example: Town (RT. 322) Boulevard in Kings Landing (rendering)



**Regional Center Circulation Concept:
Bicycle & Pedestrian Network**

Woolwich Township, NJ

May 2016

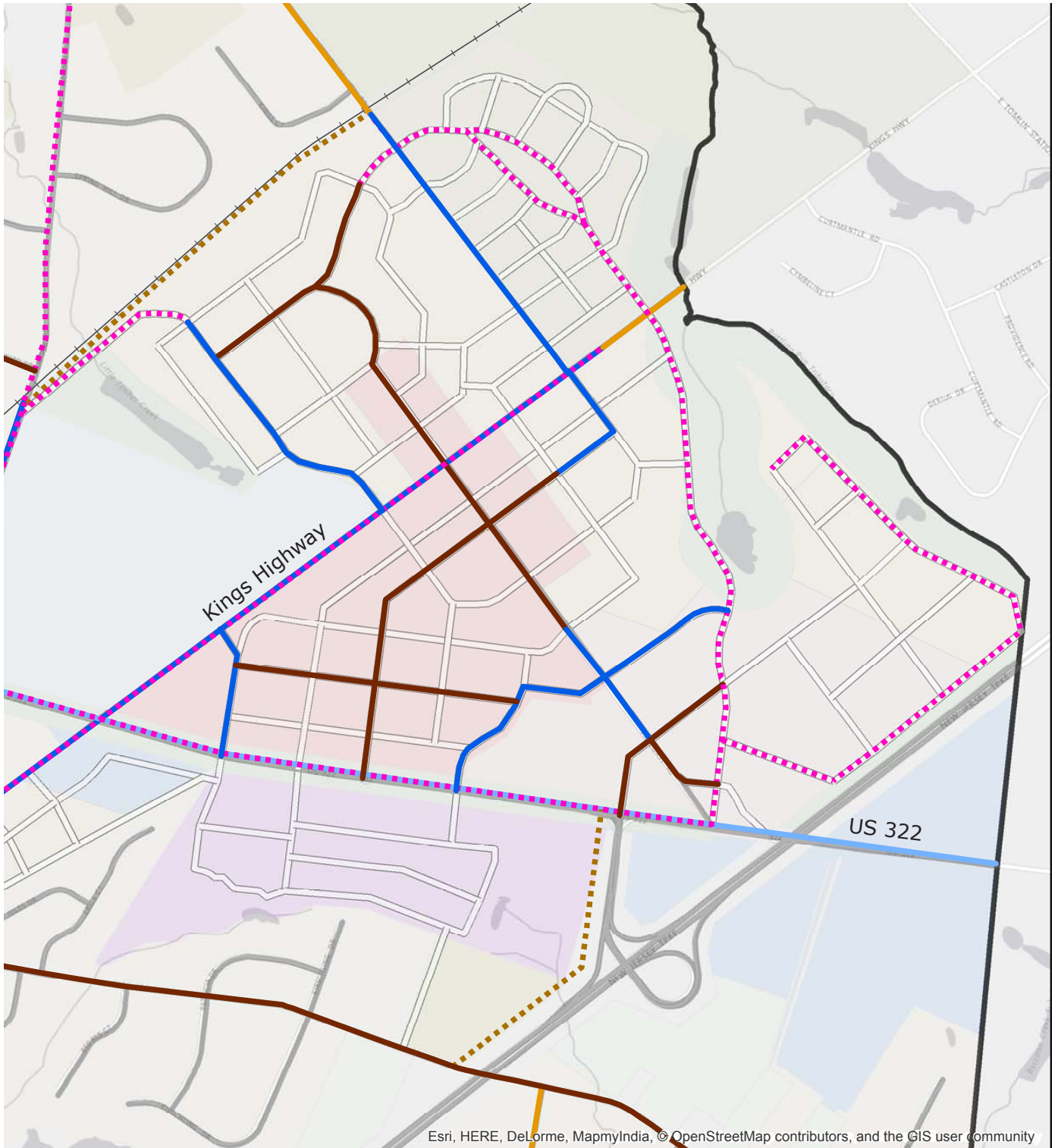


0 375 750 1,500
Feet

— Existing

- - - New

+ + + Railroad



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community



PLANT SPECIES VOCABULARY

The use of native species within Kings Landing is encouraged. Woolwich is a community proud of its heritage and what better place to show off New Jersey's finest plant selection. Native species that are typically drought-tolerant, disease resistant and can withstand urban conditions. As Kings Landing is constructed, this aspect of plant selection will be strongly monitored.

Xeriscaping is an environmentally sensitive approach to the design of residential, open space and park land using various methods to conserve resources, especially water. Often native, drought-resistant plants are used and encouraged to limit the fertilizing and watering normally needed to establish a newly planted landscape. Every aspect of Kings Landing had been designed with an environmentally friendly, green approach which is illustrated through the choice of architectural materials and building design, alternative transportation means, stormwater management solutions and selection of plant material.

PLANTS FOR PARK SPACES

SHADE TREES

BOTANICAL NAME

Aesculus hippocastanum
Cladrastis kentukea
Fagus sylvatica 'Pendula'
Gymnocladus dioicus
Liquidambar styraciflua
Liriodendron tulipifera
Quercus alba
Quercus coccinea
Ginkgo biloba

COMMON NAME

Horsechestnut
Yellowwood
Weeping European beech
Kentucky coffee tree
Sweet gum
Tulip tree
White oak
Scarlet oak
Ginkgo

ORNAMENTAL TREES

BOTANICAL NAMES

Cercis canadensis
Cornus spp
Halesia carolina
Lagerstroemia
Magnolia spp
Malus spp
Prunus x okame
Stewartia koreana
Syringa reticulata

COMMON NAME

Eastern redbud
Flowering dogwood
Carolina silverbell
Crape myrtle
Magnolia
Crabapple
Okame flowering cherry
Korean stewartia
Japanese tree lilac

DROUGHT - TOLERANT PLANTS

SHADE TREES

BOTANICAL NAME

Acer rubrum
Celtis occidentalis
Ginkgo biloba
Phellodendron amurense
Quercus alba
Quercus coccinea
Quercus rubra
Quercus palustris
Sophora japonica
Zelkova serrata

COMMON NAME

Red Maple
Common Hackberry
Ginkgo
Amur Cork Tree
White Oak
Scarlet Oak
Red Oak
Pin Oak (not street tree)
Japanese Pagodatree
Japanese Zelkova

DROUGHT - TOLERANT PLANTS (cont.)

ORNAMENTAL TREES

BOTANICAL NAME

Acer campestre
Acer ginnala
Amelanchier Canadensis
Betula populifolia
Hamamelis virginiana
Koelreuteria paniculata
Malus hupehensis
Malus sieboldi zumi
Malus x 'Katherine'
Malus Floribunda
Malus x 'David'
Viburnum prunifolium

COMMON NAME

Hedge Maple
Amur Maple
Shadblow Serviceberry
Gray Birch
Common Witchhazel
Golden raintree
Tea Crabapple
Zumi Crabapple
Katherine Crabapple
Japanese Carbapple
David Crabapple
Blackhaw Viburnum

EVERGREEN TREES

BOTANICAL NAME

Abies concolor
Cedrus atlantica
Ilex opaca
Juniperus virginiana
Juniperus chinensis
Picea abies
Picea pungens
Picea pungens glauca
Picea pungens glauca nana
Picea pungens glauca pendula
Pseudotsuga menziesii
Pinus strobus
Pinus thunbergiana
Pinus sylvestris

COMMON NAME

White Fir
Atlas Cedar
American Holly
Eastern Red Cedar
Chinese Juniper
Norway Spruce
Colorado Spruce
Blue Colorado Spruce
Dwarf Blue Spruce
Weeping Blue Spruce
Douglas Fir
White Pine
Japanese Black Pine
Scotch Pine

EVERGREEN SHRUBS

BOTANICAL NAME

Berberis Juliana
Ilex crenata
Myrica pennsylvanica
Pinus mugo mugo
Taxus cuspidata /Taxus media
Taxus cuspidata capitata
Taxus cuspidata densiformis
Taxus cuspidata nana
Yucca filamentosa

COMMON NAME

Wintergreen Barberry
Japanese Holly Spp
Bayberry
Mugo Pine
Japanese Yew Spp
Upright (Cap) Yew
Dense Yew
Dwarf Yew
Adams Needle

DROUGHT - TOLERANT PLANTS (cont.)

DECIDUOUS SHRUBS

BOTANICAL NAME

Abelia x grandiflora
Spirea x bumalda
Vitex agnus-castus
Prunus maritime

COMMON NAME

Glossy Abelia
Anthony Waterer Spirea
Chaste Tree
Beach Plum

WET - TOLERANT PLANTS

SHADE TREES

BOTANICAL NAME

Acer rubrum
Liquidambar styraciflua
Metasequoia glyptostroboides
Nyssa sylvatica
Quercus bicolor
Quercus Palustris
Salix alba 'niobe'
Taxodium distichum

COMMON NAME

Red Oak
Sweetgum
Dawn Redwood
Black gum
Swamp White Oak
Pin Oak
Golden Weeping Willow
Bald Cypress

ORNAMENTAL TREES

BOTANICAL NAME

Amelanchier Canadensis
Betula nigra
Carpinus carolinia
Cladastris lutea
Chionanthus virginicus
Magnolia virginiana
Oxydendrum arboreum
Ostrya virginiana

COMMON NAME

Shadblow serviceberry
River birch
American hornbeam
Yellowwood
White Fringetree
Sweetbay magnolia
Sourwood
American hophornbeam

SHRUBS

BOTANICAL NAME

Aronia arbutifolia 'Brilliantissima'
Clethra alnifolia
Cornus alba 'sibirica'
Cornus racemosa
Cornus sericea
Ilex verticillata 'Harvest Red'
Ilex glabra
Lindera benzoin
Viburnum Dentatum
Viburnum opulus

COMMON NAME

Red chokeberry
Summersweet clethra
Red Twig Dogwood
Gray dogwood
Redosier dogwood
Harvest red winterberry
Inkberry holly
Spicebush
Arrowwood viburnum
European cranberry bush

WET - TOLERANT PLANTS (cont.)

HERBACEOUS

BOTANICAL NAME

Acorus calamus
Andropogon virginicus
Asclepias incarnata
Aster novi-belgii
Carex crinita
Eleocharis obtuse
Eupatorium perfoliatum
Hibiscus moscheutos
Iris pseudacorus
Iris versicolor
Juncus effusus
Kosteletzkya virginica
Lobelia cardinalis
Lobelia siphilitica
Nuphar lutea
Nymphaea odorata
Peltandra virginica
Polygonum amphibum
Pontederia cordata
Potamogeton nodosus
Sagittaria latifolia
Salix discolor
Saururus cernuus
Scirpus cyperinus
Scirpus pungens
Scirpus robustus
Silphium perfoliatum
Sparganium americanum
Sparganium eurycarpum
Typha latifolia

COMMON NAME

Sweet Flag
Broomsedge
Swamp Milkweed
New York Aster
Tussock Sedge
Blunt Spike Rush
Boneset
Marsh Hibiscus
Yellow Flag
Blue Flag Iris
Soft Rush
Seashore Mallow
Cardinal Flower
Blue Lobelia
Spatterdock
Fragrant Water Lily
Arrow Arum
Water Smartweed
Pickerelweed
Pond Plant
Duck Potato
Pussywillow
Lizard's Tail
River Bulrush
Common Three Square
Saltmarsh Bulrush
Cup Plant
Eastern Bur-reed
Giant Bur-reed
Broad-leaved cattail

PARK AND STREET AMENITIES AND SITE FURNISHINGS

The public spaces throughout Kings Landing will have various design palettes which will create a uniqueness throughout the neighborhoods. Some features will be repeated to produce an overall cohesiveness to Kings Landing. Every public space encountered in Kings Landing will be filled with amenities such as public art, lighting, bollards, bike racks, trash receptacles, drinking fountains, sidewalk cafe furniture and benches. Amenities are functional to the pedestrian user but are also well chosen to provide residents and visitors alike with a sense of place that remains with them long after they have encountered the public space in Kings Landing.

Public Art

Public art takes many shapes and forms. It can be purely for aesthetic purposes such as a focal point in a park, as a community reference point (i.e. "meet me at the eagle") or it can serve a utilitarian purpose such as a railing, tree grate or culvert grate (see photo to the right). Public art can be sculpture, hanging artwork, public murals and even plant material. Public art in both large and small public spaces is encouraged in Kings Landing.

Benches and Cafe Furniture

Several bench types are found throughout Kings Landing. They are a required and necessary component to promote a positive pedestrian environment. Passive spaces throughout Kings Landing can have a more traditional bench consisting of wood and/or metal materials. Sidewalk cafe furniture is encouraged to be modern and movable. All street furniture should be evaluated for durability, comfort and aesthetics and should be considered key components for green infrastructure.

Lights

Pedestrian scaled light fixtures are required throughout the Town; including public streets, plaza spaces and along the multi-use paths. Lighting encourages night-time activity and provides safety for movement through these spaces on foot or by bicycle. An active nightlife is encouraged in Kings Landing both for the resident's enjoyment and for the economic vitality of the community. While there are both modern and traditional fixtures proposed, all relate to the rules of scale associated with the walkable community. It is recommended that a mixture of fixtures be permitted but that on a per neighborhood basis a consistent fixture theme be followed. It is also recommended that the Planning Board and Governing Body should consider the energy efficiency when choosing the fixtures as a green community is encouraged.

Bollards

Bollards along roadway edges provide a sense of security for a pedestrian. They can also be used to delineate separate spaces within a plaza or a sidewalk cafe. Lighted bollards provide physical separation between the pedestrian realm and roadway as well as provide illumination.



Trash Receptacles

Trash receptacles are an amenity that must be provided in every public space. People have been found to be more inclined to litter when conveniently located trash receptacles are not available. Just because they serve a very important function, it does not mean that they must look bland and boring. A stylish, modern trash receptacle is suggested.

Tree Grates

The importance of street trees has been emphasized as an integral component of the streetscape, from the smallest to the largest streets in Kings Landing. Where paving runs from curb to building fronts, trees need to uptake water and nutrients. Tree grates provide an essential function while also serving as an opportunity for adding design interest.

Bike Racks

Bike racks can be found throughout the public spaces in Kings Landing. People must have a place to park their bike once reaching a destination. Bike racks should be permanently attached to paving within public spaces and set on concrete pads along the recreational greenways.

Sidewalk and Paving Materials

Kings Landing will have miles of sidewalks and multi-use paths. Concrete is an ideal paving material which is cost effective and durable, it can withstand years of continuous foot traffic. While a linear scored pattern is commonly used on sidewalks, a change of scoring can add visual interest and enhance the aesthetics of a space. It can be used to signify a change in the space, such as a commercial downtown or park entrances. Diamond patterns and intricate patterns made to mimic a stone/paver pattern are alternatives for some pedestrian areas in Kings Landing.

A change of paving materials can signify a special area in town. An exposed aggregated sidewalk or a concrete walk mixed with brick or paver bands can alert the pedestrian that they are entering a special public space. The change in materials along the edges of plazas and parks can be used to "lead" the pedestrian into the space.

Bituminous paving is used for multi-use paths. Mixing it with another material along the edge, such as a soldier course of brick or exposed aggregate concrete can improve the look while still providing durability for recreational users. The change of paving material in crosswalks is an important indicator for drivers to slow down.



Bituminous and paver multi-use path



Concrete scored in a pavement pattern



Concrete and paver sidewalk



Pavers with concrete bands



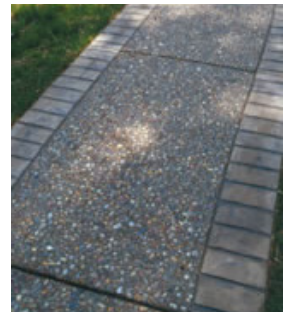
Bituminous path with exposed aggregate concrete edge



Brick cross walk



Diamond scored concrete



Exposed aggregate sidewalk

