

# Kings Landing at Woolwich Township

2021 Amendment to Redevelopment Plan

Woolwich Township  
County of Gloucester, State of New Jersey

2017 Redevelopment Plan Drafted By:



2021 Revision By:



Job #0824T076

Adopted July 17, 2017  
Revised December 2019  
Revised September 2, 2021

**Adopted September 20, 2021 (Ordinance 2021-21)**

N.B. The original of this document was signed and sealed as per N.J.A.C. 13:41-1.3.b

A blue ink signature of Joseph M. Petrongolo, written in a cursive style.

---

Joseph M. Petrongolo, L.L.A., R.L.A., P.P.  
Director of Planning and Landscape Architecture  
License #33LI00525100

A blue ink signature of Ashton G. Jones, written in a cursive style.

---

Ashton G. Jones, P.P., AICP, CFM  
Senior Planner  
License #33LI00633800

## **Woolwich Township**

### **Mayor**

Vernon Marino

### **Township Council**

Natalie Matthias - Deputy Mayor

Michael Nocentino

Craig Frederick

Dennis Callahan

### **Township Engineer**

Timothy Staszewski, PE, CME

### **Land Use Board Members**

Joe Maugeri - Chairman

Bob Rushton - Vice-Chairman

Vernon Marino - Mayor

Natalie Matthias - Deputy Mayor

Richard Jaramillo - Class II

John Casella - Class IV

Carolyn Grasso - Class IV

John Juliano - Class IV

Sal Barbagallo - Class IV

Joseph Kauffman - Alternate #1

Dawn Varallo - Alternate #2

### **Land Use Board Secretary**

Shannon Kilpatrick

### **Land Use Board Attorney**

Brian Lozuke, Esq.

### **Planning Board Engineer**

Paul Breier, P.E.

### **Land Use Board Planner**

Ashton Jones, P.P., A.I.C.P., C.F.M.

# Table of Contents

<b>I.</b>	<b>INTRODUCTION.....</b>	<b>1</b>
A.	Project Background and Original Plan .....	1
B.	2019: Expansion of Redevelopment Plan Area .....	1
C.	Implementation of 2021 Mount Laurel Settlement Agreement .....	2
<b>II.</b>	<b>DESCRIPTION OF PROJECT AREA.....</b>	<b>2</b>
<b>III.</b>	<b>THE NEED FOR REDEVELOPMENT .....</b>	<b>4</b>
<b>IV.</b>	<b>REDEVELOPMENT GOALS AND OBJECTIVES .....</b>	<b>4</b>
A.	Goals .....	4
B.	Objectives.....	5
<b>V.</b>	<b>STRUCTURE AND POWERS OF REDEVELOPMENT ENTITY .....</b>	<b>5</b>
<b>VI.</b>	<b>RELATIONSHIP TO LOCAL OBJECTIVES .....</b>	<b>5</b>
A.	Master Plan.....	5
B.	Reexamination Report .....	7
C.	Updates since Last Reexamination Report .....	8
D.	Transfer of Development Rights Ordinance.....	8
<b>VII.</b>	<b>RELATIONSHIP TO ZONING .....</b>	<b>9</b>
<b>VIII.</b>	<b>RELATIONSHIP TO OTHER PLANS .....</b>	<b>11</b>
A.	State Plan .....	11
B.	County & Regional Plans .....	13
C.	Neighboring Municipality Plans.....	15
<b>IX.</b>	<b>REDEVELOPMENT PLAN .....</b>	<b>17</b>
	Commercial Development Zone .....	17
	Mixed Use Downtown Zone .....	24
	Corridor Commerical East Zone .....	24
	Mount Laurel Commercial Zone (Commercial Zone in Mount Laurel Settlement Agreement) .....	25
	Mount Laurel Residential Zone (Residential Zone in Mount Laurel Settlement Agreement) .....	29
	Mount Laurel Mixed Use Zone (Mixed Use Zone in Mount Laurel Settlement Agreement) .....	35
	Supplemental Design Standards Governing Mount Laurel Settlement Agreement Properties.....	40
	Landscaping and Buffers (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties) .....	44
	Building Articulation for Non-Residential Buildings (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties) .....	51
	Buffer and Screen Standards (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties) .....	52
<b>X.</b>	<b>INFRASTRUCTURE.....</b>	<b>55</b>
<b>XI.</b>	<b>IMPLEMENTATION.....</b>	<b>56</b>
<b>XII.</b>	<b>ADMINISTRATIVE MATTERS .....</b>	<b>57</b>
A.	Temporary and Permanent Relocation of Displaced Residents and Businesses .....	57
B.	Properties to be Acquired in Accordance with the Redevelopment Plan .....	57
C.	Procedures for Amending the Redevelopment Plan.....	57
D.	Zoning Map Amendment.....	57
E.	Tax Abatement Program.....	57
F.	Validity of Ordinance .....	58
	<b>APPENDIX A - ORDER DATED JULY 26, 2021 .....</b>	<b>59</b>
	<b>APPENDIX B - ZONING MAP FOR MOUNT LAUREL SETTLEMENT AGREEMENT PROPERTIES</b>	<b>60</b>

<b>APPENDIX C - OVERALL CONCEPT PLAN FOR MOUNT LAUREL SETTLEMENT AGREEMENT PROPERTIES .....</b>	<b>61</b>
<b>APPENDIX D - WOOLWICH RESIDENTIAL CONCEPT PLAN .....</b>	<b>62</b>
<b>APPENDIX E - TRIANGLE PARCEL / MS STRIP PARCEL MAP.....</b>	<b>63</b>
<b>APPENDIX F - TRIANGLE DEVELOPMENT CONCEPT PLAN .....</b>	<b>64</b>
<b>APPENDIX G - ALTERNATIVE TRIANGLE DEVELOPMENT CONCEPT PLAN .....</b>	<b>65</b>
<b>APPENDIX H - WOOLWICH CROSSINGS CONCEPT PLAN .....</b>	<b>66</b>
<b>APPENDIX I - WOOLWICH COMMONS CONCEPT PLAN .....</b>	<b>67</b>
<b>APPENDIX J - CHAPTER 203-81 OFF STREET PARKING SCHEDULE .....</b>	<b>68</b>

## I. INTRODUCTION

This 2021 amendment amends the 2017 Kings Landing Redevelopment Plan and 2019 amendment to the Kings Landing Redevelopment Plan within Woolwich Township and shall hereinafter be referred to as the “2021 Amendment to the Redevelopment Plan.” It is the intention of this 2021 Amendment to the Redevelopment Plan to add zoning standards to implement a settlement agreement of Mount Laurel litigation (as hereinafter described) and to rezone certain properties.

Through the use of Redevelopment, the Township can prioritize development on all, or any, of the parcels identified herein through tax incentives and tailored development regulations, generally effective means by which to encourage developers to concentrate resources or projects.

### A. Project Background and Original Plan

On October 20, 2014 (Resolution R-2014-217) (refer to Appendix), the Woolwich Township Committee, upon receiving the recommendations of the Joint Land Use Board (JLUB) (Resolution #2014-20) (refer to Appendix), adopted the Preliminary Investigation Report for Determination of Need for Regional Center East. Similarly, on April 17, 2017, the Woolwich Township Committee, upon receiving the recommendations of the JLUB (Resolution #2017-15) (refer to Appendix), adopted the Preliminary Investigation Report Determination of Need for Regional Center West (Resolution R-2017-120) (refer to Appendix). Both the East and West Regional Center Areas, therefore, qualify as Areas in Need of Redevelopment. These two study areas were combined in the subsequent *Kings Landing Redevelopment Plan*, which was adopted by the Mayor and Township Committee on July 17, 2017 (Ordinance 2017-12) (refer to Appendix).

### B. 2019: Expansion of Redevelopment Plan Area

In 2019, the Mayor and Township Committee adopted Resolution R-2019-92, which included Block 62, Lot 2; Block 59, Lot(s) 6, 6.01, 6.02, 7 (part), 8, & 10, on March 18, 2019, authorizing the Woolwich Township Joint Land Use Board (JLUB) to conduct a Preliminary Investigation to establish a Non-Condensation Redevelopment Area. Mayor and Council subsequently adopted Resolution R-2019-114 on April 15, 2019 to include Block 62, Lot 3 as a part of the JLUB Redevelopment Investigation, with additional parcels recommended for investigation via Resolution R-2019-129 on May 6, 2019 to also include: Block 10, Lot(s) 5, 5.02, & 5.03; Block 11, Lot(s) 17, 18, 19, 20, & 21; Block 12, Lot(s) 5 & 9; Block 14, Lot(s) 5.01 & 5.02; and Block 16, Lot(s) 1, 2, 3, 4, & 4.01. In turn, the JLUB passed Resolution #2019-17 and Resolution #2019-18 on March 21, 2019 and May 16, 2019, respectively, directing Maser Consulting P.A. to conduct the investigation. The JLUB received a report, dated July 2019 from Maser Consulting, which indicated that the subject properties qualified as an area in need of redevelopment. On July 18, 2019, the JLUB (Resolution #2019-23) recommended that these parcels met the identified criteria and therefore constituted a non-condemnation Area in Need of Redevelopment, and recommended adoption of such by the Township Mayor and Committee. On August 5, 2019 the Mayor and Township Committee adopted the *Preliminary Investigation Determination of Need Report* (Resolution R-2019-194) and an amendment to the redevelopment plan was adopted on December 30, 2019 (Ordinance 2019-25).

### C. Implementation of 2021 Mount Laurel Settlement Agreement

On May 3, 2021, Woolwich Township entered into a Settlement Agreement with Woolwich Commons, LLC, Main Street at Woolwich, LLC, Woolwich Crossings, LLC, and Woolwich Residential, LLC (collectively the “Inclusionary Developer”), Fair Share Housing Development (“FSD”) and Fair Share Housing Center (“FSHC”), as well as a separate First Amendment to the Settlement Agreement between Woolwich Township and FSHC. Both Settlement Agreements provide for the affordable housing required to satisfy the Township’s Mount Laurel obligations and are hereinafter collectively referred to as the “Mount Laurel Settlement Agreement.”

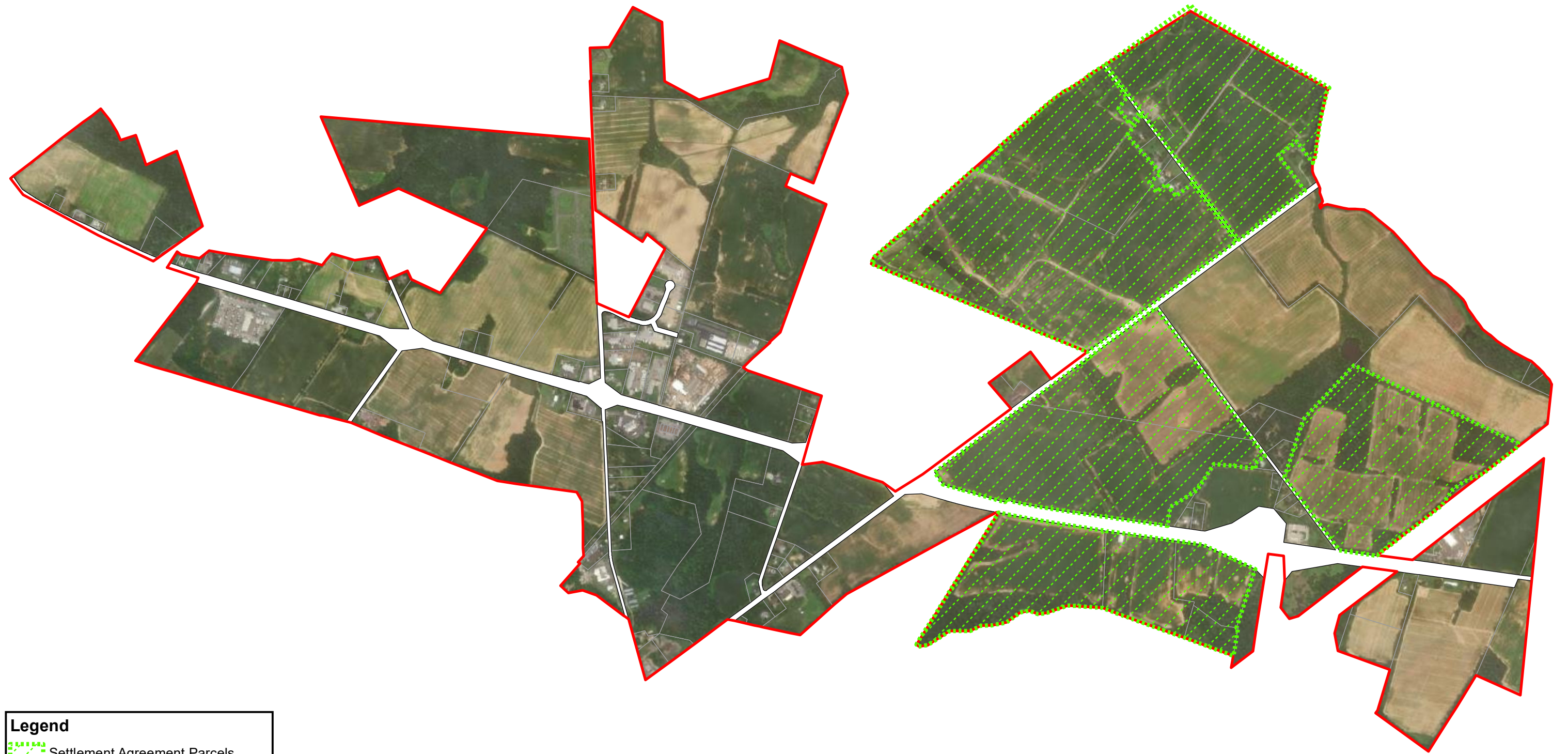
The Mount Laurel Settlement Agreement was judicially approved by the Superior Court of New Jersey, Law Division by Order dated July 26, 2021, a copy of which is attached to this 2021 Amendment to the Redevelopment Plan as Appendix A.

This 2021 Amendment to the Redevelopment Plan supersedes and replaces the *Kings Landing Redevelopment Plan*, adopted on July 17, 2017, and the amendment to the Redevelopment Plan adopted on December 30, 2019.

## II. DESCRIPTION OF PROJECT AREA

Kings Landing Redevelopment Area	
BLOCK	LOT
6	5, 6
7	4, 4.01, 4.02, 5, 5.01
8	1, 2
9	1, 2, 3, 4, 5, 5.01, 6
10	2, 3, 4, 5.01, 5.02, 5.03, 6, 6.01, 7
11	6, 6.01, 6.02, 6.04, 7, 9, 10, 11, 11.01, 12, 12.01, 12.02, 13, 14, 15, 16, 17, 18, 19, 20, 21, 29
12	1, 2, 2.01, 3, 3.01, 3.02, 4.01, 5, 9
14	1.01, 1.02, 1.03, 1.04, 1.05, 1.06, 1.07, 1.08, 1.09, 1.10, 1.11, 1.12, 1.13, 3, 3.01, 3.02, 5.01Q, 5.02, 14, 15, 15.01, 16, 17
15	2, 3, 3.01, 3.02
16	1, 2, 3, 4, 4.01, 5Q
18	2, 3.02, 4Q, 4.01, 4.02, 5, 5.01, 6Q, 6.01, 7
22	2Q, 2.01, 4Q, 4.01
57	1, 2, 2.01, 3Q, 3.01, 3.02, 5Q, 8Q, 9Q, 10Q
58	1
59	6, 6.01, 6.02, 7, 8Q, 10
60	1Q, 2Q, 5.01, 5.02, 6, 6.01, 6.02, 7, 7.01, 7.02, 7.03, 8
61	1Q, 2Q, 3, 4, 4.01, 5, 6Q, 6.01, 7Q, 9
62	2, 3





**Legend**

-  Settlement Agreement Parcels
-  Kings Landing Redevelopment Area
-  Woolwich Parcels



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

# Kings Landing Redevelopment Plan Zoning

The designated Redevelopment Area, consisting of 145 parcels, is a 1,716.46-acre tract mostly made up of farmland, but also includes residential, commercial, and institutional uses.

Most of the properties within the Redevelopment Area comprise the Woolwich Regional Center (commonly referred to as Kings Landing), a State-endorsed regional center to facilitate concentrated development in accordance with smart growth principles. Several properties in the regional center are also in the US 322 Transfer of Development Rights (TDR) Receiving Area, an area designated by the Township to receive transfers of development credits from agriculturally and ecologically sensitive lands in the Township, thereby preserving these sensitive lands in exchange for greater development intensity in the receiving areas.

### **III. THE NEED FOR REDEVELOPMENT**

Pursuant to Section 40A:12A-7 of the New Jersey Local Redevelopment and Housing Law (LRHL), redevelopment plans shall address the following:

1. The plan relationship to definite local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provisions for the temporary and permanent relocation, as necessary, of residents in the project area.
4. An identification of any property within the redevelopment area, which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities; (b) the master plan of the county in which the municipality is located; (c) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act”, P.L. 1985, c398 (C.52:18A-196 et al.)
6. Description of the plan relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law” (MLUL). The plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area.
7. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan.

### **IV. REDEVELOPMENT GOALS AND OBJECTIVES**

The goals and objectives of any redevelopment actions are derived from the Township Master Plan, Open Space and Recreation Plan, and TDR Plan.

#### **A. Goals**

- To preserve and enhance the quality of life in Woolwich Township in the face of rapid development.
- To promote orderly growth within the Township.
- To provide conveniently located and well-designed retail and commercial opportunities to serve the residents of Woolwich and the surrounding area.



## B. Objectives

- Ensure that new development is well designed and adheres to recognized principles of good planning and smart growth.
- Preserve open space opportunities through public and private actions.
- Retain the existing character of the community, to the extent practical, through open space preservation.
- Develop in accordance with the State Plan and encourage the creation of communities of place.
- Provide for civic and intergovernmental needs.
- Establish more township parks throughout the municipality.
- Expand the amount of passive and active recreational land in the Township.
- Connect preserved open space through greenways.
- Safeguard the Township's historic features.
- Support a healthy, active living style of walking, bicycling and outdoor activity.
- Enhance network connectivity and linkages to civic, natural and historic nodes and to activity centers.

## V. STRUCTURE AND POWERS OF REDEVELOPMENT ENTITY

The Township Committee will assume the role of the Redevelopment Entity for the Redevelopment Area as permitted under the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.). Proposals from developers will be requested and reviewed by the Redevelopment Entity. The Redevelopment Entity may request supplemental information and, at its discretion, determine the acceptability of such submissions and determine whether to proceed with redeveloper designation and negotiation of a redevelopment agreement. Once a Redeveloper(s) is/are selected, the Redevelopment Entity will enter into a redevelopment agreement(s). By acting as the Redevelopment Entity, the Township Committee can streamline the process from concept to construction and ensure that development remains true to the intentions of the Township Master Plan and this Redevelopment Plan.

Pursuant to the Mount Laurel Settlement Agreement, the Inclusionary Developer, its successors, and/or assigns, shall be the designated Redeveloper for the properties subject to the Mount Laurel Settlement Agreement. Therefore, the Township shall not require Inclusionary Developer to submit any supplemental information prior to the negotiation of a redevelopment agreement with Inclusionary Developer.

## VI. RELATIONSHIP TO LOCAL OBJECTIVES

The goals and objectives of any redevelopment action taken within the Redevelopment Area come directly from the Township Master Plan and its Reexamination Report, Open Space and Recreation Plan (OSRP), and Transfer of Development Rights Plan (TDR Plan).

### A. Master Plan

The Township's Master Plan was adopted in 2003, with updates through 2016. This Redevelopment Plan aligns with the Master Plan as follows:

## Master Plan Phase 1: Assumptions, Land Use and Housing Elements:

### *Goals*

- To preserve and enhance the quality of life in Woolwich Township in the face of rapid development.
- To promote orderly growth within the Township.
- To provide conveniently located and well-designed retail and commercial opportunities to serve the residents of Woolwich and the surrounding area.
- To provide a safe and attractive residential environment.

### *Objectives*

- Insure that new development is well designed and adheres to recognized principles of good planning and smart growth.
- Preserve open space opportunities through public and private actions.
- Retain the existing character of the community, to the extent practical, through open space preservation.
- Develop in accordance with the State Plan and encourage the creation of communities of place.
- Encourage a sound fiscal mix of future uses.
- Provide opportunities for more intensive regional-scale retail development, which will become possible once sewer and water can be provided to the Route 322 Corridor.
- To promote the development of new employment in areas that are convenient to existing housing.

### 2016 Public Spaces Plan Update Goals

- Support a healthy, active living style of walking, bicycling and outdoor activity.
- Enhance network connectivity and linkages to civic, natural and historic nodes and to activity centers.
- Establish more township parks throughout the municipality.
- Expand the amount of active recreational land in the Township.
- Connect preserved open space through greenways.
- Safeguard the Township's historic features.

### 2016 Circulation Plan Update

- Regional Center Circulation Concepts—The future Regional Center (aka Kings Landing) lies at the intersection of several major arterial roads, such as Kings Highway and Swedesboro- Paulsboro Road. These will serve as a framing road that support a grid network of interconnected streets.
- The stretch of Kings Highway between Asbury Station Road and Swedesboro needs to be designed so that it will create a transition between the more open roadway to the north and the urban context of Kings Landing and Swedesboro.
- A key function of the Kings Landing roadway network will be collector streets running

east- west and parallel to Route 322.

- The successful integration of transportation and land use will enable Kings Landing to become established as a sustainable, mixed use, walkable community based on TDR and Smart Growth principles.
- Kings Landing will integrate land use and transportation development to encourage and support alternative travel modes, in particular walking, bicycling, and transit.
- [A] priority is retaining US 322 as a regional truck corridor - requiring a street design type that accommodates heavy volumes of truck traffic, yet also mitigating negative impacts on adjacent areas.

### 2016 Open Space and Recreation Plan

Several goals and objectives of the Open Space and Recreation Plan (OSRP) are supported through this Redevelopment Plan:

- Plan active recreational facilities to accommodate current and anticipated future needs. These active facilities consist primarily of sports fields and courts but may also include other specialized facilities such as skate parks, disc golf, swimming, firing range, and trails for walking, running and biking.
- Identify opportunities to enhance local tourism, ecotourism, and marketing of downtown Swedesboro and Woolwich Regional Center through park, open space, and trail development and recreational programs and events.

### 2016 Land Use Element

The 2016 Land Use Element established permitted uses in the various sectors of Kings Landing and Auburn Road Village. Relevant goals from 2016 Land Use Element to this Redevelopment Plan Amendment include the following:

- Provide land uses that meet the full spectrum of community needs. Specifically, create a plan that recognizes the variety of uses, densities and scales of development needed to sustain the community today and into the future.
- Provide community vitality by comprehensively integrating land uses both horizontally and vertically throughout the Regional Center.
- Provide development mixtures, densities and locations that support the concept of sustainable transportation systems through flexibility based on choice.
- Limit the development footprint of the Regional Center in a manner that respects environmentally sensitive areas proximate to the site. Specifically, other than along Swedesboro-Paulsboro Road, the development footprint south of US 322 and west of Kings Highway is limited to a distance approximately 1,200 ± feet from US 322.

## B. Reexamination Report

The 2016 Master Plan Reexamination Report evaluated some of the land use recommendations in the 2003 Master Plan, which are relevant to this Redevelopment Plan (the 2016 Reexamination Responses to 2003 Master Plan Goals are shown in *bold italic*):

- A new sewer service area should be created along the Route 322 corridor to encourage the development of more intensive regional retail, office, light industrial and warehouse/distribution uses in this area.  
*2016 Response: Achieved. A Wastewater Management Plan (WMP) was adopted in September 2012.*
- Establish a Flexible Office Commercial (FOC) District to allow an intensive mix of commercial, retail, office and warehousing to develop along the Route 322 Corridor.  
*2016 Response: The FOC district encompasses only the westernmost portion of the Route 322 Corridor. Instead, the Woolwich Regional Center has been established, creating zones RC-1 through RC-4 (Regional Center) which occupy the entire stretch of the 322 Corridor and allow for an intensive mix of uses, ranging from commercial to residential depending on subdistrict.*

### C. Updates since Last Reexamination Report

On May 31, 2019, the Gloucester County Utilities Authority (“GCUA”) issued a “will serve” letter to provide sanitary sewer conveyance and wastewater treatment service to the Township. The sewer infrastructure will serve the Township’s Regional Center, including the Redevelopment Area. On October 17, 2017, the Township and Precision Land Development, LLC (“Precision”) entered into a Redevelopment Agreement in which Precision agreed to design and install the sewer infrastructure. The Township has obtained all permits and approvals from all government agencies having jurisdiction over the construction and use of the sewer infrastructure required to proceed with the construction of the portion of the sewer infrastructure to be constructed within the Township.

Sewer at Rt. 322 opens the corridor to commercial & retail ratables, jobs and significant road improvements, which the Township has long sought. While the 2016 Master Plan Reexam recognizes the need for the Township to allow an intensive mix of commercial, retail, office and warehousing along the Route 322, the retail/commercial real estate market has continued to change. For the last few years, due to increased demand for online retail market places, the market for brick and mortar retail stores has continually diminished, being replaced by distribution centers.. While Woolwich has always desired a mix of uses along 322, zoning amendments are necessary to accommodate current market demands and implement the terms of the Mount Laurel Settlement Agreement. Therefore, the Woolwich Regional Center has been established, creating new commercial, residential and mixed-use zones which allow for an intensive mix of uses, ranging from industrial and commercial to various forms of residential use.

### D. Transfer of Development Rights Ordinance

On March 29, 2004, the State Transfer of Development Rights Act was signed into law (N.J.S.A. 40:55D-137 et seq.), making New Jersey the first state in the country to authorize the Transfer of Development Rights (TDR) on a statewide level. Shortly thereafter, New Jersey enacted a demonstration program, awarding five municipalities grants to develop their own TDR programs. Woolwich Township was among those municipalities. In 2007, Woolwich officially adopted their

TDR Plan, later updating the plan in July 2016.

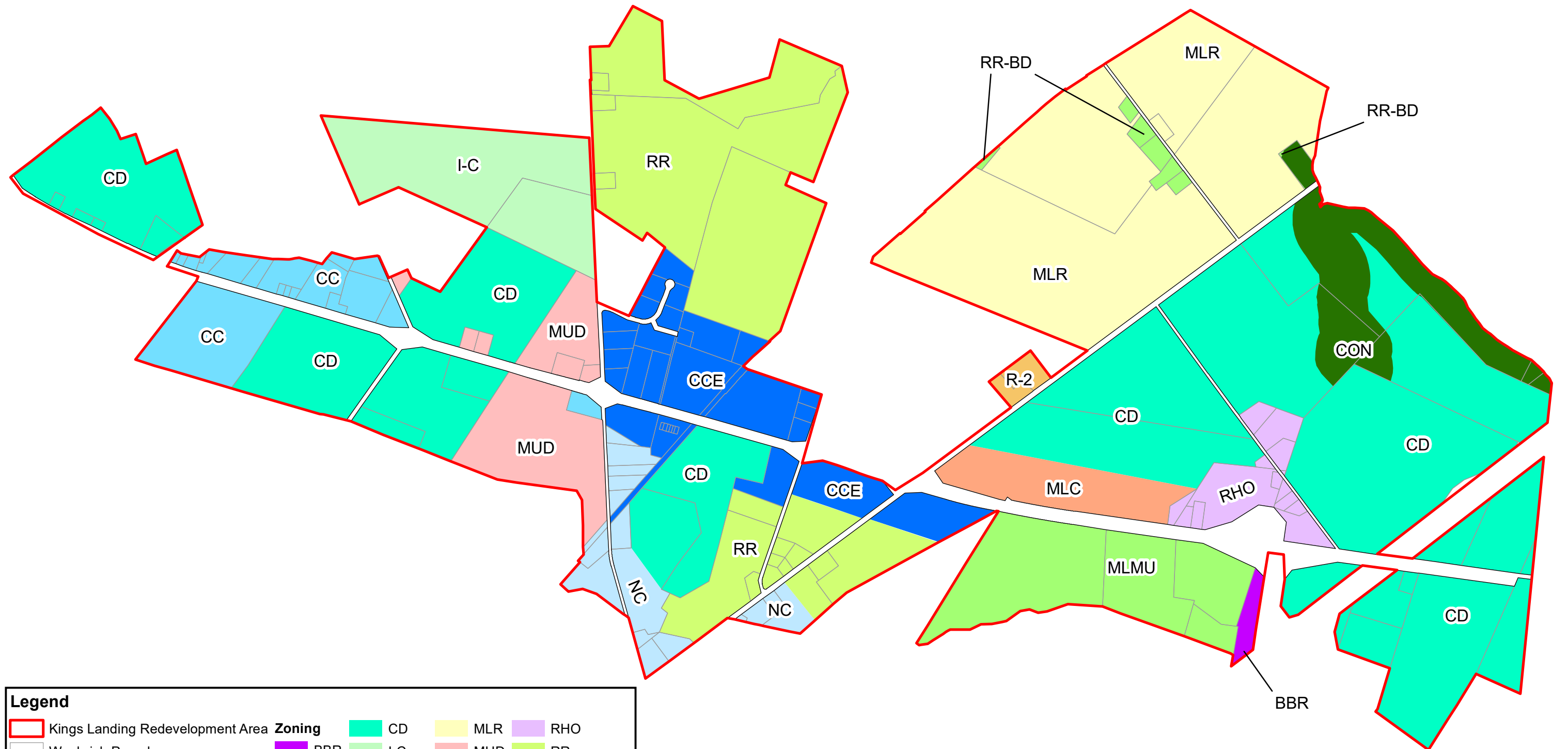
The intent of the Township’s Transfer of Development Rights (TDR) Ordinance is to effectuate the preservation of agricultural lands and open space and concentrate development in limited nodes of the Township. This same goal is complemented by this Redevelopment Plan, which seeks to concentrate development in the Kings Landing Regional Center.

<b>TDR Receiving Area Parcels in the Redevelopment Plan Area</b>	
<b>BLOCK</b>	<b>LOT</b>
<b>6</b>	<b>6</b>
<b>7</b>	<b>4, 4.01, 4.02, 5</b>
<b>14</b>	<b>3, 3.01, 3.02, 17</b>
<b>18</b>	<b>4Q, 4.01, 4.02, 5, 5.01, 6Q, 6.01,</b>
<b>22</b>	<b>2Q, 2.01, 4Q</b>
<b>57</b>	<b>3Q, 3.01, 3.02</b>
<b>60</b>	<b>1Q, 2Q, 5.01, 5.02, 6, 6.01, 6.02, 7, 7.01, 7.02, 7.03, 8</b>
<b>61</b>	<b>1Q,2Q, 7Q</b>

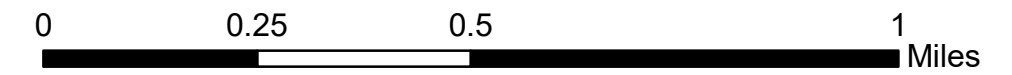
**VII. RELATIONSHIP TO ZONING**

This 2021 Amendment to the Redevelopment Plan supersedes and replaces the zoning of properties set forth in the Kings Landing Redevelopment Plan, adopted on July 17, 2017, and the amendment to the Redevelopment Plan adopted on December 30, 2019.

The Official Zoning Map of Woolwich Township is hereby amended to designate zoning of the properties within the Kings Landing Redevelopment Area, as follows:



Legend	
Kings Landing Redevelopment Area	<b>Zoning</b>
Woolwich Parcels	CD
	I-C
	MLR
	MUD
	RHO
	RR
	CC
	MLC
	NC
	RR-BD
	CCE
	MLMU
	R-2
	Conservation
	BBR



# Kings Landing Redevelopment Plan Zoning



Pursuant to the Mount Laurel Settlement Agreement, Woolwich Township is required to adopt the zoning standards attached to the Mount Laurel Settlement Agreement as the sole governing regulations for the following properties: Block 18, Lot 4 and 6, Block 22, Lots 2, 2.01 and 4, Block 57, Lots 5, 8, 9 and 10, Block 60, Lots 1 and 2, and Block 61, Lot 6 (“Mount Laurel Settlement Agreement Properties”), and the Mount Laurel Settlement Agreement Properties can be developed as generally depicted on the Concept Plans attached to the Mount Laurel Settlement Agreement, copies of which is attached hereto as Appendix C. Woolwich Township has adopted the zoning standards governing the Mount Laurel Settlement Agreement Properties through this 2021 Amendment to the Redevelopment Plan. To the extent there are any inconsistencies between the Mount Laurel Settlement Agreement and this 2021 Amendment to the Redevelopment Plan, the provisions of the Mount Laurel Settlement Agreement shall control and take precedence over the 2021 Amendment to the Redevelopment Plan.

A zoning map for the Mount Laurel Settlement Agreement Properties is attached hereto as Appendix B.

### VIII. RELATIONSHIP TO OTHER PLANS

#### A. State Plan

The Redevelopment Area is located in the Fringe Planning Area (PA3) and Rural Planning Area (PA4).

Parcels by State Planning Area			
Fringe Planning Area (PA3)		Rural Planning Area (PA4)	
BLOCK	LOT	BLOCK	LOT
6	5, 6	11	9, 10, 11, 11.01, 12, 12.01, 12.02, 13, 14, 15, 29
7	4, 4.01, 4.02, 5, 5.01	12	5, 9
8	1, 2	14	5.01 (Partial), 5.02 (Partial)
9	1, 2, 3, 4, 5, 5.01, 6		
10	2, 3, 4, 5.01, 5.02, 5.03, 6, 6.01, 7		
11	6, 6.01, 6.02, 6.04, 7, 16, 17, 18, 19, 20, 21		
12	1, 2, 2.01, 3, 3.01, 3.02, 4.01		
14	1.01, 1.02, 1.03, 1.04, 1.05, 1.06, 1.07, 1.08, 1.09, 1.10, 1.11, 1.12, 1.13, 3, 3.01, 3.02, 14, 15, 15.01, 16, 17		
15	2, 3, 3.01, 3.02		
16	1, 2, 3, 4, 4.01, 5Q		
18	2, 3.02, 4Q, 4.01, 4.02, 5, 5.01, 6Q, 6.01, 7		
22	2Q, 2.01, 4Q, 4.01		
57	1, 2, 2.01, 3Q, 3.01, 3.02, 5Q, 8Q, 9Q, 10Q		
58	1		

Parcels by State Planning Area			
Fringe Planning Area (PA3)		Rural Planning Area (PA4)	
BLOCK	LOT	BLOCK	LOT
59	6, 6.01, 6.02, 7, 8Q, 10		
60	1Q, 2Q, 5.01, 5.02, 6, 6.01, 6.02, 7, 7.01, 7.02, 7.03, 8		
61	1Q, 2Q, 3, 4, 4.01, 5, 6Q, 6.01, 7Q, 9		
62	2, 3		

The following State Plan Policy Objectives for PA3 are advanced by this Plan:

- Planning Area 3 Land Use Policy Objective: "Focus development and redevelopment in appropriately located and designed Centers to accommodate growth that would otherwise occur in the Environs...." (p. 202)
- Planning Area 3 Economic Development Policy Objective: "Guide opportunities for economic development into Centers...." (p. 203)
- Planning Area 3 Transportation Policy Objective: "Maintain and enhance a transportation system that links Centers to each other and to the Metropolitan and Suburban Planning Areas, encouraging alternatives to the single-occupancy vehicle whenever feasible. In Centers, emphasize the use of public transportation systems and other alternatives to private cars where appropriate and feasible, and maximize circulation and mobility options...." (p. 203)
- Planning Area 3 Redevelopment Policy Objective: "Encourage appropriate redevelopment in existing Centers and existing developed areas that have the potential to become Centers, or in ways that support Center-based development, to accommodate growth that would otherwise occur in the Environs. Redevelop with intensities sufficient to support transit, a broad range of uses, efficient use of infrastructure, and physical design features that enhance public safety, encourage pedestrian activity and reduce dependency on the automobile." (p. 203)
- Planning Area 3 Public Facilities and Services Objective: "Phase and program for construction as part of a dedicated capital improvement budget or as a part of a public/private development agreement, the extension or establishment of public services, particularly wastewater systems, to support development and redevelopment in existing and new Centers, primarily in cooperation with the private sector, while minimizing conflicts between Centers and the surrounding Environs." (p. 203)
- Planning Area 3 Intergovernmental Coordination Objective: "Coordinate efforts of various state agencies, county and municipal governments to establish regional approaches to the planning and provision of facilities and services. Create public/public and public/private partnerships to locate, facilitate, coordinate and implement new development and redevelopment in Centers." (p. 204)

The following State Plan Policy Objectives for PA4 are advanced by this Plan:

- Planning Area 4 Land Use Policy Objective: "Enhance economic and agricultural viability and rural character by guiding development and redevelopment into Centers. In the Environs,

maintain and enhance agricultural uses, and preserve agricultural and other lands to form large contiguous areas and greenbelts around Centers.... Development and redevelopment in the Environs should maintain or enhance the character of the area." (p. 209)

- Planning Area 4 Economic Development Policy Objective: "Promote economic activities within Centers that complement and support the rural and agricultural communities and that provide diversity in the rural economy and opportunities for off-farm income and employment. . .Any economic development in the Environs should be planned and located to maintain or enhance the cultural and scenic qualities and with minimum impacts on agricultural resources." (p. 209)
- Planning Area 4 Transportation Policy Objective: "Maintain and enhance a rural transportation system that links Centers to each other and to the Metropolitan and Suburban Planning Areas. Provide appropriate access of agricultural products to markets, accommodating the size and weight of modern agricultural equipment." (p. 209)
- Planning Area 4 Recreation Policy Objective: "Provide maximum active and passive recreational and tourism opportunities at the neighborhood and local levels by targeting the acquisition and development of neighborhood and municipal parkland within Centers. Provide regional recreation and tourism opportunities by targeting parkland acquisitions and improvements that enhance large contiguous open space systems and by facilitating alternative recreational and tourism uses of farmland." (p. 210)
- Planning Area 4 Redevelopment Policy Objective: "Encourage appropriate redevelopment in existing Centers and existing developed areas that have the potential to become Centers, or in ways that support Center-based development to accommodate growth that would otherwise occur in the Environs." (p. 210)
- Planning Area 4 Public Facilities and Services Policy Objective: "Phase and program for construction as part of a dedicated capital improvement budget or as part of a public/private development agreement the extension or establishment of public facilities and services, particularly wastewater systems, to establish adequate levels of capital facilities and services to support Centers." (p. 210)

Additionally, the zoning in this area, includes proposed commercial development which is consistent with the Statewide Policy on Design by way of its Reduction of Resource Consumption. Specifically, "[c]onsider the consumption of energy, water and materials and the potential advantages of natural over mechanical approaches when designing street layout and selecting building location, building orientation, building materials, heating and cooling systems and plant materials." (p. 178)

## B. County & Regional Plans

### 1982 GLOUCESTER COUNTY DEVELOPMENT MANAGEMENT PLAN

The 1982 Gloucester County Development Management Plan lists among its goal statements the following:

- "To encourage a growth pattern that will concentrate rather than disperse development throughout the County: The Plan expresses a desire to direct growth into already developed and developing areas in order to reduce costs of providing public facilities and services, maintain the viability of existing developed areas, and conserve energy and numerous natural

resources." (p. 4)

- “To encourage the continued growth of a viable, diversified County economic base: The Plan recognizes the importance of sustaining and enhancing a viable and diverse economic base in order to provide job opportunities and economic security to the County’s residents.” (p. 4)

This Redevelopment Area falls into the category of "Existing Development" areas on the County's Development Management Plan Map. It is in these areas that the County anticipated rehabilitation and infill development to more efficiently use the County's existing physical infrastructure while preserving its natural resources. This Redevelopment Plan furthers that vision.

## 2005 GLOUCESTER COUNTY NORTHEAST REGION STRATEGIC PLAN

The Gloucester County Northeast Region Strategic Plan was developed in 2005 to provide a uniform growth strategy for the fourteen municipalities in the northeastern portion of the county. The Plan establishes a regional context for identifying strategies and implementation mechanisms for addressing four themes: towns, corridors, subdivisions, and open space.

Land Use Strategies in the Strategic Plan include the following, which are advanced by this Redevelopment Plan:

- For towns: “Provide open space and civic spaces in the core and in the neighborhoods,” and, “evaluate older buildings that do not appear to meet the needs of modern commerce (e.g. too small or too large, inadequate delivery areas, inaccessible upper floors, etc.) and adaptively reuse them for modern functions and uses while preserving their history and character.”
- For subdivisions: “Provide meaningful, useful open spaces and appropriate community facilities in all new neighborhoods.”
- For open space: The Strategic Plan incorporates the 1997 County Open Space Plan, which recommends open space preservation programs.

The Plan has a grading system to weigh the importance of different infrastructure projects, and how well it can satisfy the following relevant objectives:

- “Make the most of limited public resources and build on existing public investments. This would include projects that are located adjacent to existing infrastructure, near existing housing, retail, employment, recreation or cultural facilities, or in Planning Areas 1 or 2, centers or redevelopment areas.”

The Plan also states a DVRPC forecast for the Northeast Region:

- “The current zoning scheme in the Northeast Region allocates the majority of future nonresidential development into the Manufacturing & Industrial categories, accounting for a 67% share (200 million square feet) of all new nonresidential development.”

## CONNECTIONS 2040 PLAN FOR GREATER PHILADELPHIA

In 2013 the Delaware Valley Regional Planning Commission (DVRPC) created a long-range plan for the future growth and development of the DVRPC region, which includes Gloucester County and thereby Woolwich Township. This Plan, titled Connections 2040, includes land use, environmental, economic competitiveness, and transportation strategies, and puts forth a vision for investing in the transportation system.

Within the document, four Core Plan Principles are identified which are intended to guide growth: Manage Growth & Protect the Environment; Create Livable Communities; Build the Economy; and Establish a Modern Multimodal Transportation System.

The following points from this Connections 2040 Plan are relevant to this Redevelopment Plan:

- Manage Growth & Protect the Environment. The establishment of greenspaces and environmental conservation is promoted in the Connections 2040 Plan. Within Woolwich, this specifically includes Raccoon Creek and Gloucester County Farm Belt B.
- Create Livable Communities. The 2040 Plan, like the State Development and Redevelopment Plan, identifies planning areas and centers as a means by which to direct growth. Woolwich Township is listed as a Planned Center, which is described as, “developments on greenfields in Growing Suburbs or Rural Areas” and places with plans that call for village-type development, incorporating mixed, integrated land uses, relatively high densities, and pedestrian connections.
- Build the Economy. While there is no directive specifically for Woolwich in the Connections 2040 Plan, the general emphasis on “coordination across state, city, and county lines, across sectoral interests, and across the public and private sectors is essential to maintaining a broad view of the region and finding a common vision, goals, and policies” is applicable to the Redevelopment Plan.
- Establish a Modern Multimodal Transportation System. The Connections 2040 Plan emphasizes Complete Streets, transportation safety, increased accessibility, and congestion and environmental impact reduction for transit in the region. While none of the circuit trails identified in the document are within Woolwich, an emphasis on bikeways and walkways is relevant.

### C. Neighboring Municipality Plans

#### OVERVIEW

Swedesboro-Paulsboro Road extends through Woolwich Township—from Logan Township to the north, through Swedesboro, and continues through Harrison Township to the south. The direct link that Swedesboro-Paulsboro Road provides between these adjacent towns, and through Kings Landing, is expected to strengthen and reinforce both the existing downtown in Swedesboro and the planned Kings Landing development.

Harrison’s western border, which it shares with Woolwich, is zoned C-55 Flexible Planned Industrial-Commercial, this industrial use runs along Route 322 and is compatible with the proposed industrial uses in the Kings Landing Redevelopment Plan. Similarly, Logan

Township’s shared border with Woolwich, also along Route 322, is zoned LI Light Industrial—the zone is a part of the Commodore 295 Planned Industrial Development (PID) (AKA Liberty, AKA Prentiss/Copley Investment Group PID, Approved Resolution 401.91) as well. Swedesboro Borough’s northernmost border to Woolwich is zoned LM Light Manufacturing and R2 Residential, both of which are separated from the redevelopment area by Raccoon Creek.

## THE TOWNSHIP OF HARRISON

Harrison Township’ 2018 Land Use Re-Exam shares goals and compatible land uses that support the Kings Landing Redevelopment Area. The Plan lists the following relevant goals:

- “Employment Objectives: The Township should direct its efforts toward the location and development of planned office industrial-warehouse areas in the immediate vicinity of the major regional traffic arteries in order to take advantage of the regional transportation network and to limit impacts within the critical portion of the Township. To achieve this goal, planning should:
- Promote the development of clear industrial uses, office-warehouse uses, and commercial services uses in locations which have good regional roadway service which will not adversely affect existing or proposed residential development.” (p. 13)

## THE BOROUGH OF SWEDESBORO

The Master Plan Reexamination Report for the Borough of Swedesboro was adopted in 2008, and it shares goals that also support the Kings Landing Redevelopment Area. The Plan lists the following goals from the 1986 Master Plan update that remain relevant to the borough’s current reexamination and to the Kings Landing Redevelopment Area:

- “Coordination of efforts between the Borough and the Township of Woolwich, notably circulation planning.” (p. 1)
- “The importance of staying abreast of regional planning efforts.” (p. 1)

“The borough recognizes that the economic structure and conditions requires new and creative methods to attract outside dollars into the community to maintain viable businesses with the commercial and industrial areas and attract customers to the commercial areas within the Borough, especially the downtown shopping district.” (p. 10) The Local Economy section states the following relevant goal:

- “To guide the location of public, commercial, industrial, and light manufacturing uses to sites and locations which are suitable for their intended use, considering the environmental, economic, and geographic implications and compatibility with existing uses, public facilities, roadways, and natural features.” (p. 10)



## IX. REDEVELOPMENT PLAN

This chapter of the 2021 Amendment to the Redevelopment Plan provides the process and land use requirements for the redevelopment of the properties within the Kings Landing Redevelopment Area. This Redevelopment Plan Amendment supersedes the underlying zoning for the parcels within the Redevelopment Area.

### *Commercial Development Zone*

The Commercial Development (CD) zone will provide sales and services necessary to sustain the regional community with commercial, office, and light industrial locations, generally adhering to the permitted uses, accessory uses, conditional uses, zoning and design requirements consistent with the Township’s Corridor Commercial (CC) zone (Subsection 137 of Chapter 203, Zoning). Recognizing significant changes currently underway in the retail economy resulting from internet-based eCommerce, and the logistics framework necessary to support this growing industry, which includes warehousing, distribution, and fulfillment centers located within proximity to major highways, the Commercial Development zone provides supplemental bulk and design standards relevant to

Commercial Development Zone	
BLOCK	LOT
6	6 (part)
7	4, 4.01, 4.02
10	3 (part), 4
11	17, 18, 19, 20, 21
12	3
58	1
59	6, 6.01, 6.02, 7, 8, 10
60	1 (part), 2
61	1, 2, 6, 7

these specific uses, while still respecting the intent of the Commercial Corridor zone. Pursuant to the Mount Laurel Settlement Agreement, Block 60, Lots 1(part) and Lot 2 and Block 61 Lot 6 have been added to the CD zoning district.

A. Goal: to provide locations for sales and services necessary to sustain the regional community with uses that are auto-dependent, that are single- and multiuse buildings, and that may or may not be on individual lots.

B. Permitted uses.

- (1) All uses permitted in §203-137 (Corridor Commercial).
- (2) Warehouse of goods and products, provided that no goods are sold at retail from the premises.
- (3) Order fulfillment centers with or without accessory transshipment facilities and related “last mile “activities, as well as the ability to accept returns and transact limited sales and exchanges.
- (4) A site may contain a combination of the above permitted uses.

C. Accessory uses.

- (1) Customary accessory uses and accessory buildings incidental to the above permitted principal uses in §203-137 (Corridor Commercial) and §203-186 (Neighborhood

Commercial) Zones.

- (2) Office space related to a warehouse or distribution/warehouse use.

D. Conditional uses.

- (1) Conditional uses as permitted in §203-137 (Corridor Commercial).

E. Except as modified in the following sections for warehouse and distribution/warehouse facilities, the goals, standards, requirements, and recommendations of the Corridor Commercial District, as described in §203-137, shall prevail for all uses in the Commercial Development District.

F. For warehouse and distribution/warehouse facilities the following principles best embody the purpose, goals and objectives of the Commercial Development District:

- (1) Commercial buildings should be clean, simple and inviting.
- (2) Signage should be integrated into architecture.
- (3) Modern materials are acceptable if they respect well-established rules of scale and rhythm.
- (4) Generous landscape buffers provide the setting for single-use commercial and light industrial establishments.
- (5) Driveways directly accessing Route 322 should be limited, with internal access between uses and neighboring properties encouraged.
- (6) Pedestrian walkways remain important even in a more auto-dependent environment.
- (7) Fenestration can be used effectively to provide a rhythm of solid and void, where appropriate.
- (8) Individual or multitenant flex space is a typical need of growing communities.
- (9) Environmental best practices that mitigate impacts of large scale development, including the use of green infrastructure to manage stormwater, minimize urban heat island effect, and maximize water and energy efficiency.

G. Size and scope.

- (1) FAR 0.45 maximum.
- (2) May be single- or multi-tenant buildings.
- (3) Buildings are permitted to be no greater than 60 feet tall or three stories.
- (4) Front yard parking is permitted, pursuant to subsection G (3) below.
- (5) On-street parking on Route 322 is not permitted.
- (6) Cross access between separate warehouse, light industrial, and distribution/warehouse facilities is permitted between adjacent properties or separate facilities on site. With the exception of Block 60, Lots 1 and 2, warehouse, distribution/warehouse, and light industrial facilities shall not share access with a retail, commercial, office, or residential use. Within Block 60, Lots 1 and 2, warehouse, distribution/warehouse, and light industrial facilities shall be permitted to share accesses with retail, commercial or office uses.

H. The site.

- (1) Architecture and design. Understanding that design guidelines intended for commercial, retail, and small-scale light industrial uses may not be appropriate or aesthetically pleasing for larger scale warehouse or distribution/warehouse uses, developers shall seek to incorporate the following design concepts into the proposed redevelopment. Developers shall submit with their application for development, a written design concept statement that supports the reasoning behind the proposed design and site plan and explains how and why the project design is consistent with the intent of the CD Zone. The requirement to submit a written design statement shall not apply to the Mount Laurel Settlement Agreement Properties.

The design concepts are as follows:

- (a) Contextual neighborhood consistency.
- (b) Special architectural features at corners.
- (c) Private outdoor spaces accessible to employees that are screened from public view.
- (d) Off-street parking and loading shall be screened from public roadways and pedestrian paths.
- (e) Bus shelters, where appropriate, and bicycle storage facilities, such as bike racks.
- (f) Incorporation of the design standards in Subsection H (1) below.
- (g) Consideration of the recommended design guidelines in Subsection H (2) below.
- (h) Environmental design, including techniques to reduce water and energy usage and incorporate green infrastructure and other sustainable practices.

- (2) Zoning requirements for warehouse and distribution/warehouse facilities are shown in the table below:

	Minimum	Maximum
<b>Buffer/Pedestrian zone*</b>		
Front	75 feet	---
Side (Adjacent to Residential Zone)	75 feet	
Side (Adjacent to Non-Residential Zone)	50 feet	
Rear (Adjacent to Residential Zone)	75 feet	---
Rear (Adjacent to Non-Residential Zone)	50 feet	
Between different uses on same property**	50 feet	---
<b>Sidewalk width (internal)</b>	5 feet	---
<b>Sidewalk/multi-use pathways</b>		
Multi-Use Pathway (Along Route 322)	12 feet***	
Sidewalk (Along Locke Avenue)	6 feet	
Paved Pathway (Along Stone Meetinghouse Road)	6 feet	
<b>Lot area</b>	2 acres	---
<b>Lot width</b>	200 feet	---
Corner lot	200 feet	---
<b>Lot depth</b>	250 feet	---
<b>Impervious coverage</b>	---	75%

	Minimum	Maximum
<b>Building Setbacks</b>		
Front yard setback	100 feet	---
Side yard setback	100 feet	---
Rear yard setback	100 feet	---
<b>Parking and Loading Setbacks</b>		
Automobiles and light trucks (From External Rights of Way)	75 feet	
Parking and Loading for Semi-Trailer Trucks (From External Rights of Way)	100 feet****	
Adjacent to lot lines shared with residential or commercial use or zone	75 feet	
Adjacent to lot lines shared with light industrial, warehouse, or distribution/warehouse use	50 feet	
* A buffer shall not be required along the municipal boundary shared with Harrison Township for properties held in common ownership with the developer. Cross-access and utilization shall be encouraged between the parcels under common ownership. In lieu of CD buffer requirements, the buffer between the CD zone and the MLC zone on Block 60, Lot 1, shall be required to meet the buffer and screen requirements set forth in: <i>Buffer and Screen Standards (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties)</i> .		
** When commercial or retail uses are located on the same property as a warehouse or distribution/warehouse facility, a buffer shall be provided between the two uses.		
*** Upon demonstration of sufficient site design constraints to the satisfaction of the Joint Land Use Board, the multi-use pathway may be reduced to 8 feet.		
**** The Parking and Loading setback for Semi-Trailer Trucks (From External Rights of Way) may be reduced from 100 to 75 feet where enhanced landscape screening and berming is utilized to the satisfaction of the Joint Land Use Board.		

(3) Parking requirements for warehouses and distribution/warehouse facilities.

- (a) Off-street parking provided through driveways. Driveway widths for a warehouse and distribution facility may exceed the maximum requirement established by 203-81 B (11), however no driveway width shall exceed 50 feet.
- (b) No loading bays or semi-trailer truck parking shall be visible from Route 322 and from adjacent residential uses or zones. Loading bays located in the side yards or along other road frontages shall be screened from public view through the use of screen walls, fences, vegetation, berms, other landscape treatment, or a combination thereof.
- (c) Porous pavement, where appropriate, should be considered to the greatest extent practicable. Porous pavement in parking courts, sidewalks, and drive aisles is permitted to address stormwater.
- (d) Off-Street Parking
  - [1] Minimum off-street parking for warehouse facilities: one (1) space per 2,500 square feet of total floor area.
  - [2] Minimum off-street parking for distribution/warehouse facilities: one (1) space per 1,500 square feet of total floor area.
  - [3] For warehouse and distribution/warehouse facilities where office space is

accessory to the principal use at no more than 10 percent of the total floor area, the above off-street parking requirements shall be inclusive of both uses. Where the amount of office space exceeds 10 percent of the total floor area, one parking space shall be provided for each 300 square foot of office space floor area which exceeds 10 percent of the total floor area.

- [4] If a proposed development requires more parking spaces for non- residential uses than can be accommodated on site, and a shared parking agreement cannot be arranged with a neighboring property owner, the developer may provide additional parking spaces at an off-site location if it can be demonstrated that the site will realistically address the parking shortfall to the satisfaction of the Joint Land Use Board.
  - [5] Understanding that advancements in technology will continue to shape development, such as through automation, eCommerce- based delivery applications, and the likely introduction of self- driving cars, it is entirely possible that the parking standards in this Redevelopment Plan may exceed the realities of market demand. The Joint Land Use Board may grant a request by an applicant to bank a portion of the required spaces for potential future development should demand require. Such a request shall include testimony and evidence that the parking demands for the proposed use will not require the number of spaces specified in this Redevelopment Plan or in Chapter 203 (Zoning).
- (e) Parking lots shall be landscaped to break down scale, provide user comfort and to modulate microclimate.
  - (f) Parking setbacks.
    - [1] Parking areas for automobiles and light trucks may be permitted 75 feet from external rights of way.
    - [2] Parking and loading areas for semi-trailer trucks may be permitted 100 feet from external rights of way. This setback may be reduced from 100 to 75 feet where enhanced landscape screening and berming is utilized to the satisfaction of the Joint Land Use Board.
    - [3] For warehouse and warehouse/distribution uses, no parking or loading areas, shall be located within 75 feet of any lot line shared with any residential or commercial use or district. Parking areas may be permitted within 50 feet of a lot line shared with a light industrial or another warehouse and warehouse/distribution use.
  - (4) Performance standards for industrial uses shall follow the standards prescribed in the Township's Supplemental Use Controls (§203-65).
  - (5) Except as modified by the Redevelopment Plan for the Commercial Development Zone, landscaping shall follow the standards prescribed in the Township's Supplemental Use Controls (§203-68).
  - (6) Except as modified by the Redevelopment Plan for the Commercial Development Zone,

buffer and screening shall follow the standards prescribed in the Township's Supplemental Use Controls (§203-69).

- (a) Shared use paths, as described in Subsection H(1)(f) below, may be located within the buffer area.
  - (b) Plant suitability, maintenance and compatibility with site and construction features are critical factors which shall be considered. Plants shall be nonexotic, noninvasive and drought-tolerant and to the best possible xeriscape. See the Public Spaces Plan for species options.
  - (c) Except as permitted for shared use paths and freestanding signage, no activity, material storage, or parking of vehicles shall be permitted within a buffer or screen area.
  - (d) Buffer areas shall utilize underground irrigation systems. Water-efficient irrigation systems are encouraged, including systems that minimize the use of potable water and systems that recycle rooftop runoff.
- (7) Signage shall follow the standards prescribed in the Township's Comprehensive Sign Plan for the Woolwich Regional Center for freestanding office buildings (§203-151).
- (8) Lighting
- (a) Freestanding lights shall not exceed 30 feet in height.
  - (b) Except as modified by this section, lighting shall follow the standards prescribed in the Township's General Design Standards for the Woolwich Regional Center (§203-162) and the design standards enumerated in Article IX Parking and Loading (§203-81 (4)).
  - (c) The Joint Land Use Board may grant a request by an applicant to reduce illumination where appropriate.

## I. Design

- (1) Understanding that design standards intended for commercial, retail, and small-scale light industrial uses may not be appropriate or aesthetically pleasing for larger scale warehouse-type uses, the following design standards shall be incorporated into the proposed redevelopment:
- (a) With the exception of materials related to rooftop solar or a vegetated green roof, all rooftop equipment shall be screened from view.
  - (b) Blank facades or walls exceeding 100 feet in length shall not be permitted. To mitigate the appearance and perception of a large monolithic building, developers may consider, but are not limited to the following: decorative patterns on exterior finishes, metal or synthetic paneling, fenestration, horizontal banding, and vegetated "green" walls or espaliers, or a combination thereof.
  - (c) Building articulation and fenestration shall also be provided for warehouse or distribution/warehouse facilities with an accessory office component, specifically in the areas of the facility related to employee entrances and office spaces. Such areas shall maximize natural lighting and incorporate the following:



- [1] No blank facades or walls are permitted.
  - [2] Minimum area of window opening on facades of office spaces and employee entrances: 40%.
  - [3] Vertical and horizontal building offsets are encouraged.
  - [4] Spandrel glass may be utilized in the design; however, it shall not be included as part of the window area calculations in subsection [2] above for more than 50% of the required opening.
- (d) Fronts of buildings (i.e., yards) must be fully appointed with landscaping of trees, shrubs, ornamental grasses or ground cover.
- (e) Outdoor storage shall be fully enclosed.
- (f) Shared-use paths.
- [1] Multipurpose shared-use paths and sidewalks shall be provided consistent with the Township’s Public Spaces Plan within the front buffer, connecting to existing adjacent paths and sidewalks, or constructed so that future adjacent paths can connect. The minimum widths for such paths shall be as follows:
    - [A] Boulevards and Highways: A 12-foot-wide shared use path shall be provided along Route 322.
    - [B] Local Connector: A 6-foot-wide sidewalk shall be provided along Locke Avenue.
    - [C] Rural Highways: A minimum 6-foot-wide paved path shall be provided along Stone Meetinghouse Road.
  - [2] A pedestrian system within parking court defined by textured pavement is required.
  - [3] Minimum five-foot-wide sidewalks shall be provided adjacent to buildings for safe access by employees.
- (g) Basins are permitted in buffer areas along side roads not fronting Route 322, provided enhanced landscape screening and berming is utilized to the satisfaction of the Joint Land Use Board.
- (h) Recommended Design Guidelines. As part of the written design concept statement in section H(1) above, developers shall identify if and how the proposed development incorporates the following recommended design guidelines:
- [1] Building façade materials may include or resemble brick, stone, synthetic trim board, stucco or similar material.
  - [2] Cool roofing (roofing with a high solar reflectance index), vegetated “green” roofs, and rooftop solar are encouraged.
  - [3] Environmental features in building and site design that promote sustainability are encouraged. Such features include, but are not limited to solar screens, solar panels, green stormwater infrastructure (i.e. bioswales, cisterns, rain gardens, porous pavements), xeriscaping or native vegetation to reduce irrigation needs, and design features or vegetation that helps to modulate microclimate and lower summer cooling loads.

*Mixed Use Downtown Zone*

The Mixed Used Downtown (MUD) zone will provide a location for commercial uses that include commercial and office locations and residential opportunities in individual or multi-use buildings, adhering to the permitted uses, accessory uses, conditional uses, zoning requirements, and design requirements consistent with the Township’s Mixed Use (MU) zone (Subsection 178 of Chapter 203, Zoning), except as modified below:

Mixed Use Downtown Zone	
BLOCK	LOT
7	5 (part)
12	1, 2, 2.01, 3.01, 3.02, 4.01

- A. Residential units as part of a mixed-use retail/residential development may be permitted pursuant to the following:
- B. Residential may be part of a vertical (residential above non-residential) or horizontal (residential and non-residential on the same site) mixed use development.
- C. The following residential dwelling types shall be permitted as part of a horizontal mixed-use development:
  - (1) Single-family semidetached dwelling
  - (2) Single-family attached dwelling
  - (3) Two-family dwelling
  - (4) Triplex
  - (5) Multifamily dwelling
- D. Residential units as part of a part of a mixed-use retail/residential development shall require participation with the TDR program
- E. Along Route 322, a 12-foot multi-use pathway is required. Upon demonstration of sufficient site design constraints to the satisfaction of the Joint Land Use Board, the multi-use pathway may be reduced to 8 feet.

*Corridor Commerical East Zone*

The Corridor Commercial East zone within the Redevelopment Area, for the area east of Swedesboro-Paulsboro Road, also provides sales and services necessary to sustain the regional community with commercial and office locations, and to better suit the intent of the Redevelopment Area, it shall adhere to the permitted uses, accessory uses, conditional uses, zoning requirements, and design requirements consistent with the Township’s Corridor Commercial (CC)

Corridor Commercial East Zone (East of Swedesboro-Paulsboro Road)	
BLOCK	LOT
9	5, 6
10	1, 5.01
14	1.01, 1.02, 1.03, 1.04, 1.05, 1.06, 1.07, 1.08, 1.09, 1.10, 1.11, 1.12, 1.13, 14, 15, 15.01, 16
15	2, 3, 3.01, 3.02
16	5
57	3

zone (Subsection 137 of Chapter 203, Zoning), except as modified below:

Warehouse and distribution of goods and products uses are prohibited.

*Mount Laurel Commercial Zone (Commercial Zone in Mount Laurel Settlement Agreement)*

The Mount Laurel Commercial Zone (MLC) zone will provide sales and services necessary to sustain the regional community with commercial and office.

Mount Laurel Commercial Zone	
BLOCK	LOT
60	1 (part)

The purpose of the Commercial Zone is to provide specific zoning controls to accommodate commercial and retail uses on the portion of the Mount Laurel Settlement Agreement Properties located on U.S. Route 322 (a/k/a Swedesboro Road) designated as Block 60, Lot 1. This zoning district is adopted as part of the Mount Laurel Settlement Agreement.

A. Goal: to provide locations for sales and services necessary to sustain the regional community with uses that are auto-dependent, that are single- and multiuse buildings, and that may or may not be on individual lots.

B. Permitted uses.

- (1) Child or adult day care facilities.
- (2) Anchor or magnet stores, shopping centers, supermarkets, wholesale clubs, lumber, hardware and garden centers.
- (3) Bakeries, confectioners.
- (4) Breweries, wineries and distilleries.
- (5) Business and household service uses including repair shops for business equipment, appliances and the shops of tradesmen such as plumbers and electricians.
- (6) Delicatessen/carryout.
- (7) Funeral homes and mortuaries.
- (8) Greenhouses, including retail sales.
- (9) Florists.
- (10) Health and fitness centers; dance and exercise studios.
- (11) Mechanical car wash, automobile detailing facility.
- (12) Offices for administrative, executive, professional, business sales, government offices and similar uses, the normal attributes of which do not involve the storage, exchange or delivery of merchandise to the general public.
- (13) Office of banks, credit unions, savings and loan associations and other similar financial institutions not having drive-through facilities for the transaction of business from motor vehicles.
- (14) Office of banks, credit unions, savings and loan associations and other similar financial institutions having drive-through facilities for the transaction of business from motor vehicles.
- (15) Office furniture and supplies, auto and rental equipment.
- (16) Hospitals, outpatient medical, rehabilitation or dental offices or clinics.

- (17) Outpatient surgical centers.
- (18) Personal service businesses including hair salons, tanning salons, nail salons, dry cleaning outlets, dressmaking or tailor shops, shoe repair shops, printing and reproduction services, shipping centers, package facilities, and similar type uses except for tattoo studios and body piercing establishments unless located in a hair or nail salon.
- (19) Public transportation stations and shelters.
- (20) Recreational and sport facility, indoor and outdoor, commercial.
- (21) Rental halls for meetings and social occasions.
- (22) Repair and maintenance of equipment and machines normally utilized in any of the uses permitted in this district.
- (23) Research, experimental or testing laboratories.
- (24) Restaurant, full service, fast food, or take-out, with or without drive-through, patio and/or curbside pickup Restaurant, full service or fast food freestanding, no drive-through.
- (25) Brewpubs.
- (26) Veterinarian office and animal hospital, provided there is no outdoor use area or overnight boarding.
- (27) Automobile dealerships for new or used cars and trucks.
- (28) Utility facilities, including telephone, water, sewer, electricity and gas.
- (29) Wireless telecommunications towers and antenna located entirely within an existing building or on the roof or side of a building or attached to an existing structure.
- (30) Retail sales and services, including newspapers, gifts, novelties, tobacco products, drugs (including marijuana dispensaries), food, clothing, spirits, confections, florist items, books and specialty merchandise, automotive supplies and services, including convenience stores (with or without fuel pumps), with or without drive-through.
- (31) Breweries, wineries and distilleries.
- (32) Theaters for motion pictures, digital streaming and live performances (other than XXX-rated), with or without food and beverage service, including alcoholic beverages.
- (33) Indoor and outdoor amusement, recreation, entertainment and leisure uses not otherwise prohibited.
- (34) Art galleries and studios.
- (35) Dinner theaters.
- (36) Indoor and outdoor farm and food markets including food halls.
- (37) Hotels and motels, extended-stay, conference centers.
- (38) Sale and/or installation of tires, batteries, oil changes and other ancillary automobile maintenance services.
- (39) Public libraries and museums.
- (40) Commercial educational facilities such as tutoring centers, but not including private schools or nursery schools.

C. Accessory uses.

- (1) Kiosks, street vending carts, market stalls and food trucks.
- (2) Flag poles; clock towers.
- (3) Parking structures.
- (4) Temporary building or yards for construction materials or equipment, both incidental and necessary to construction in the immediate area.

- (5) Temporary construction trailers.
- (6) Surface parking lots.
- (7) Walls and fences.
- (8) Signage
- (9) Outdoor/Sidewalk sales and display.
- (10) Outdoor/Patio dining areas.
- (11) Outside customer pick-up areas.
- (12) Gas pumps, associated with a retail store or convenience store.
- (13) Drive-thru associated with a bank, ATM, retail store, personal service and/or restaurant or fast-food restaurant, provided that drive-thru access is from Route 322 or Kings Highway.
- (14) Wireless telecommunications antennas located entirely within an existing building or on the roof or side of a building.
- (15) Regional stormwater detention basin.
- (16) Regional water tank.
- (17) Sewer pump station.
- (18) Any and all other accessory uses or structures which are customarily incidental to any permitted principal use.

D. Area, bulk and dimensional standards.

- (1) Building height: 60 feet maximum.
- (2) Minimum lot area: 5 acres.
- (3) Minimum lot width: 100 feet.
- (4) Minimum lot depth: 150 feet.
- (5) Maximum impervious coverage: 80% of the entire tract or development area.
- (6) Minimum yards.
  - (a) Front yard: 40 feet from Route 322 and Kings Highway.
  - (b) Side yard: 25 feet
  - (c) Rear yard: 25 feet.
- (7) Parking:
  - (a) Off-street parking stalls shall be 9 feet by 18 feet and, where practical, applicants may provide up 10% of required parking inventory in the form of compact parking stalls measuring 8 feet by 18 feet. Parking spaces shall not be utilized for outdoor display and/or sales of retail products.
  - (b) Parking shall be provided at a ratio of four spaces per 1,000 square feet of gross leasable area for uses located within a shopping center. All stand-alone commercial uses shall be parked at the ratio required by Section 203-81 of the Zoning Ordinance as attached hereto as Appendix J.
  - (c) Off-street parking lots shall be accessed by means of common driveways. Cross-access easements for adjacent lots with interconnected parking lots shall be required.
  - (d) Sidewalks shall be provided at building entrances and shall be a minimum of 8 feet in width.
  - (e) Pedestrian crosswalks shall be provided at appropriate intervals.

- (f) Shared parking shall be permitted. An applicant seeking to satisfy its parking requirement using a shared parking approach shall prepare a parking report that documents how an adequate supply of parking spaces will be provided to satisfy projected parking demand. The report shall be prepared using procedures presented in the most recent version of the report “Shared Parking,” published by the Urban Land Institute. The report shall be prepared using the most current shared parking methodology published by the Urban Land Institute or the Institute of Transportation Engineers.
- (8) Patios shall be set back a minimum of 5 feet from side and rear property lines.
- (9) Required setbacks adjacent to Kings Highway and US Route 322 shall be measured from the right-of-way. All required setbacks from internal roads shall be measured from face of curb or edge of cartway.
- (10) Buildings.
  - (a) Building height calculations shall exclude building service equipment (e.g., mechanical services, elevator penthouses, condensers, exhaust fans, air- conditioning and similar equipment), stair enclosures, skylights or atrium structures, and roof- access stairwells and architectural enhancements and appurtenances (e.g., parapets, chimneys, cupolas, steeples, spires, belfries, towers, corner towers, flagpoles and similar elements), provided that such shall not exceed applicable height requirements by greater than 15 feet.
  - (b) Awnings and canopies may project over a sidewalk, provided that such structure has a minimum vertical clearance of eight (8) feet and is set back a minimum of four (4) feet from the right-of-way along the street.
  - (c) All building types shall be permitted to have basements.
- (11) Area, bulk and dimensional requirements for wireless telecommunication facilities shall be subject to the provisions of Section 203-50 of the Woolwich Township Code.

E. Buildings.

- (1) Building height calculations shall exclude building service equipment (e.g., mechanical services, elevator penthouses, condensers, exhaust fans, air- conditioning and similar equipment), stair enclosures, skylights or atrium structures, and roof- access stairwells, landmark signage structures, and architectural enhancements and appurtenances (e.g., parapets, chimneys, cupolas, steeples, spires, belfries, towers, corner towers, flagpoles and similar elements), provided that such shall not exceed applicable height requirements by greater than 15 feet.
- (2) Awnings and canopies may extend from a building into the street right-of-way line and may project over a sidewalk in the right-of-way, provided that such structure has a minimum vertical clearance of eight (8) feet and is set back a minimum of four (4) feet from curb line along the street.
- (3) All building types shall be permitted to have basements.
- (4) Area, bulk and dimensional requirements for wireless telecommunication facilities shall be subject to the provisions of Section 203-50 of the Woolwich Township Code.

F. Boundary Tolerance

As set forth in Paragraph 3.e of the Mount Laurel Settlement Agreement, the district boundary line between the MLC zone and the CD zone on Block 60, Lot 1 shall include a minimum of 125 foot-wide shared area of land between the MLC zone and CD zone boundary line (“Overlay Area”) to be zoned both CD and MLC to allow the Inclusionary Developer to use either zoning, at its election, for the Overlay Area. The subdivision boundary line between the MLC zone and CD zonemay shift approximately 125 feet based upon the development and zoning eventually used as elected by Inclusionary Developer.

*Mount Laurel Residential Zone (Residential Zone in Mount Laurel Settlement Agreement)*

The Mount Laurel Residential (MLR) zone is to create desirable new neighborhoods consisting of a mix of housing types that may include single-family dwelling units, twins, townhomes and multifamily dwellings. This zone is adopted as part of the Mount Laurel Settlement Agreement.

Mount Laurel Residential Zone	
BLOCK	LOT
18	4, 6
22	2, 2.01, 4

A. Goal: to provide locations for sales and services necessary to sustain the regional community with uses that are auto-dependent, that are single- and multiuse buildings, and that may or may not be on individual lots.

B. Tract Requirements

- (1) Minimum tract area. 10 acres.
- (2) Minimum open space. Each tract developed for residential purposes shall provide at least 5% of the total tract area as open space designed and intended for the use or enjoyment of residents of the development. Such open space may be provided either on the tract or on another tract. Open space may contain such complementary structures and improvements as are necessary and appropriate for the use or enjoyment of residents and owners of the development, including, but not limited to green areas (not including required buffer yards), public lawns or pocket parks, civic greens, squares and plazas, outdoor recreation facilities, playgrounds, sports courts, athletic fields, trails or walking paths, conservation areas, water features, community gardens, and dog parks. Stormwater detention basins may be located within required open space where such basins are designed to serve as water features or garden features for the development.
- (3) Street standards. All residential streets, including alleys if provided, shall meet the design standards contained in R.S.I.S. (N.J.A.C. 5:21-4), provided that deviations and/or alternative standards may be permitted by the Joint Land Use Board. Where streets are designed and constructed to public street standards, the Township shall accept dedication of such streets.
- (4) Parking requirements. All off-street parking for residential uses shall be designed to comply with the parking standards as set forth in RSIS, provided that de minimis deviations and/or alternative standards may be permitted by the Joint Land Use Board. The number of parking spaces required for any permitted accessory non-residential use within a



residential development shall be 2.0 parking spaces per 1,000 square feet of gross leasable area.

- (5) Perimeter setbacks. All dwellings within a residential development shall be set back 20 feet from all perimeter property lines and/or the existing street rights-of-way of Kings Highway and Asbury Station Road, except that all multifamily buildings shall be set back at least 25 feet from the existing street rights-of-way of Kings Highway and Asbury Station Road.
- (6) Phasing. If development of the tract is proposed in multiple phases, a phasing plan shall be provided. The phasing plan shall identify the portions of the tract proposed 1 for preliminary and final site plan approval as well as any phases reserved for future development. A concept plan for the entire tract, depicting both proposed first phase development and illustrating one or more scenarios for potential future phases, shall be provided. Appropriate cross-access easements for vehicular and pedestrian circulation shall be applied in the event of further subdivision.
- (7) Affordable Housing
  - (a) The MLR zone shall provide for family non-age-restricted affordable housing for very-low-, low-, and moderate-income households. Ninety (90) affordable units must be provided across the approximately nine-hundred (900) total units permitted to be developed within the MLR zone.
  - (b) All of the affordable units shall fully comply with the Uniform Housing Affordability Controls, N.J.A.C. 5:80-26.1, et seq. (“UHAC”), including but not limited to the required bedroom and income distribution, with the sole exception that thirteen percent (13%) of the affordable units (rounded to the nearest whole number) shall be required to be for very-low-income households earning thirty percent (30%) or less of the median income pursuant to the Fair Housing Act, N.J.S.A. 52:27D-301, et seq. (“FHA”). Therefore, of the ninety (90) affordable units required, twelve (12) of the affordable units shall be very-low-income units.
  - (c) All of the affordable units shall be integrated with the multi-family market-rate units to the extent feasible, and the affordable units shall not be concentrated, if feasible, in separate building(s) or in separate area(s) from the market-rate units, except that the developer is not required to do affordable single-family homes. In buildings with multiple dwelling units, this shall mean that the affordable units shall be generally distributed to the extent feasible within each building with market-rate units. The residents of the affordable units shall have full and equal access to all of the amenities, common areas, and recreation areas and facilities as the residents of the market-rate units within the same phase of development as the affordable units, provided amenities, common areas, or recreation areas and facilities are available for such market-rate units in the same phase.
  - (d) The affordable units will be subject to the 30-year affordable deed restriction as provided for by UHAC, and the Township and Developer agree that, following the thirty (30) year restriction, the Township may only release the affordable restrictions in accordance with UHAC or applicable law at the time.
  - (e) Construction of residential units for the entire MLR development, regardless if approved in stages, shall be subject to the phasing schedule for affordable housing units established by N.J.A.C. 5:93-5.6(d). For instance, if 900 total units are approved (810 market rates and 90 affordables):

- [1] Inclusionary Developer can build 202 market-rate units before it has to provide an affordable unit.
  - [2] Before Inclusionary Developer can complete the two-hundred-and-third (203<sup>rd</sup>) market-rate unit, nine (9) affordable units must be completed;
  - [3] Before Inclusionary Developer can complete the four-hundred-and-fifth (405<sup>th</sup>) market-rate unit, forty-five (45) affordable units must be completed;
  - [4] Before Inclusionary Developer can complete the six-hundred-and-seventh (607<sup>th</sup>) market-rate unit, sixty-eight (68) affordable units must be completed; and
  - [5] Before Inclusionary Developer can complete the seven-hundred-and-twenty-ninth (729<sup>th</sup>) market-rate unit, ninety (90) affordable units must be completed.
- (f) All of affordable units shall be affirmatively marketed in accordance with UHAC and applicable law. The affirmative marketing shall include, but is not limited to, the community and regional organizations identified in the Settlement Agreement between Woolwich and Fair Share Housing Center: Fair Share Housing Center; the New Jersey State Conference of the NAACP; the Latino Action Network; all Gloucester, Burlington and Camden County-based branches of the NAACP; the Supportive Housing Association of New Jersey; and the New Jersey Housing Resource Center.

C. Permitted uses.

- (1) Multifamily dwellings
- (2) Twins.
- (3) Townhomes.
- (4) Single-family detached dwellings.
- (5) Duplex, triplex;
- (6) Zero-lot line dwellings (single-family detached dwellings with one exterior wall built along the side yard property line without any setback).
- (7) Patio homes (single-family detached dwellings which have a patio easement extending to the exterior wall of the adjacent dwelling).
- (8) Independent senior living, assisted living facilities, continuing care retirement communities, nursing and/or convalescent care facilities.
- (9) Public transportation stations and shelters.
- (10) Utility facilities, including but not limited to telephone, water, sewer, electricity, and gas.
- (11) Township-operated public facilities.

D. Accessory uses.

- (1) Clubhouse or common amenity area, including, but not limited to: a fitness center; wellness center; swimming pool; leasing office; entertainment center; multi- 2 purpose rooms; meeting rooms; indoor or outdoor resident food and beverage area, including alcoholic beverages, and a business center. Said building or use shall be open only to the residents of the community and their guests and shall not be open to the public at large.
- (2) Driveways, parking lots, carports, detached garages.

- (3) Detached garages serving townhouse or multifamily dwelling units.
- (4) Parking structures.
- (5) Flagpoles.
- (6) Greenhouses, storage sheds and other similar buildings or structures.
- (7) Gardens and landscaped areas, including fountains, ponds and other water features.
- (8) Plazas, courtyards, patios, freestanding decks, gazebos, cabanas, pergolas and other recreational or ornamental buildings or structures.
- (9) Community swimming pools, tennis courts, basketball, racquetball courts, sports court or similar recreational use. Said uses shall be open only to the residents of the community and their guests and shall not be open to the public at large.
- (10) Private swimming pools, tennis court, basketball court, sport court.
- (11) Wireless telecommunications antenna or dish for individual use, located within an existing building or on the roof or side of a building.
- (12) Home occupations and home professional offices.
- (13) Temporary building or yards for construction materials/equipment used on site.
- (14) Temporary office or model home for the sale of property.
- (15) Stormwater management facilities including regional stormwater detention basins.
- (16) Regional water tanks.
- (17) Sewage pump stations.
- (18) Any other accessory use, building or structure that is customarily incidental to any permitted principal use.

#### E. Number of Residential Units

- (1) Up to 900 residential units may be constructed within the MLR, provided that less or more residential units may be located within the MLR and/or the MLMU, as long as the total residential unit count between the two districts does not exceed 1,375 units. A total of 90 of the 1,375 residential units must be set aside for low- and moderate-income housing.
- (2) No transferable development rights (TDRs) shall be required to be purchased to develop the 1,375 units permitted in the MLR and MLMU and both parcels are exempt from the Township's TDR Ordinance.
- (3) Each residential unit within Use C.(h) senior living facility that contains an individual sleeping area, bathroom and kitchen shall constitute a residential dwelling unit and shall count towards the total number of residential dwelling units permitted. Each residential unit within a senior living facility that contains an individual sleeping area and bathroom, but shares a kitchen with another residential unit shall count towards the total number of residential dwelling units permitted at a ratio of .50 independent living unit per dwelling unit.

#### F. Area, bulk and dimensional standards.

The area, bulk and dimensional requirements set forth herein are the minimum standards applicable to each permitted use type.

- (1) Single-family detached dwellings

- (a) Minimum lot area: 5,000 square feet.
- (b) Minimum lot width: 45 feet. For corner lot, 5 feet wider than adjacent lot.
- (c) Minimum lot depth: 80 feet.
- (d) Minimum yards.

- [1] Front yard: 10 feet.
- [2] Side yard, each: 5 feet.
- [3] Rear yard: 20 feet.

- (e) Maximum building coverage: 60%
- (f) Maximum impervious coverage: 70%.
- (g) Maximum height: 45 feet; 3 stories.

(2) Twins, Duplexes, Triplexes, Zero Lot Line Dwellings and Patio Homes.

- (a) Minimum lot area: 3,000 square feet.
- (b) Minimum lot width: 30 feet. For corner lot, 5 feet wider than adjacent lot.
- (c) Minimum lot depth: 70 feet.
- (d) Minimum yards.

- [1] Front yard: 10 feet, 18 feet to garage if front-loaded garage.
- [2] Side yard: 0 feet to party wall; 5 feet to non-party wall.
- [3] Rear yard: 15 feet.

- (e) Maximum building coverage: 70% of the entire development.
- (f) Maximum impervious coverage: 85% of the entire development.
- (g) Maximum height: 45 feet; 3 stories.

(3) Townhomes.

- (a) Minimum lot area: 1,400 square feet.
- (b) Minimum lot width: 18 feet. For corner lot, 5 feet wider than adjacent lot.
- (c) Minimum lot depth: 60 feet.
- (d) Minimum yards.

- [1] Front yard: 10 feet, 18 feet to garage if front-loaded.
- [2] Side yard: 0 feet to party wall; 5 feet to non-party wall,
- [3] Rear yard: 10 feet.

- (e) Maximum building coverage: 75% of the entire development.
- (f) Maximum impervious coverage: 85% of the entire development.
- (g) Maximum height: 45 feet; 3 stories.

(4) Multifamily Dwellings.

- (a) Minimum lot area: 10,000 square feet.

- (b) Minimum lot width: 75 feet.
- (c) Minimum lot depth: 100 feet.
- (d) Minimum yards.

- [1] Front yard: 10 feet.
- [2] Side yard, each: 10 feet.
- [3] Rear yard: 15 feet.

- (e) Minimum building separation: 20 feet.
- (f) Maximum building coverage: 80% of the entire development.
- (g) Maximum impervious coverage: 90% of the entire development.
- (h) Maximum height: 60 feet.

(5) Accessory Structures.

- (a) Size. An accessory structure, other than an accessory clubhouse or detached garages associated with an apartment/condo complex, shall have a maximum footprint of 480 square feet.
  - (b) An accessory structure, other than an accessory clubhouse, shall have a maximum footprint of 750 square feet.
  - (c) Height. An accessory structure shall have a maximum height of 30 feet and be one-story with no second floor.
  - (d) Location. No accessory structure shall be located in a front yard. On a corner lot, an accessory structure shall be permitted to be located in the front yard area along the side street, provided that any such structure shall be no closer than 18 feet to the street line.
  - (e) Setbacks. An accessory structure not exceeding 100 square feet in area and not exceeding 10 feet in height shall be set back a minimum distance of three (3) feet from the side and rear lot lines. An accessory structure greater than 100 square feet in area shall be set back a minimum distance of five (5) feet from the side and rear lot lines. On all twin and townhome lots, an accessory structure used as a detached garage requires no minimum side yard setback on property lines where principal structures are attached.
- (6) All required setbacks from internal roads shall be measured from face of curb or edge of cartway.
- (7) Steps and a handicap ramp shall be permitted to project into the required minimum yards as may be necessary to provide for safe access pursuant to the Uniform Construction Code, but shall not be permitted to project beyond the lot line.
- (8) Non-enclosed single-story porches, stoops, balconies, canopies and overhangs may project into a required front yard setback or a required side yard setback but not closer than three (3) feet from any lot line.
- (9) Permitted Building Projections.
- (a) Non-enclosed porches, porticos, balconies, stoops and entrance platforms shall be permitted to project not more than eight (8) feet into a required yard setback or building separation distance.

- (b) Cornices, eaves, chimneys, gutters, downspouts, awnings, canopies, cantilevered roofs, uncovered balconies and bay windows shall be permitted to project not more than three (3) feet into any yard setback or building separation distance.
- (c) Window wells may project not more than five (5) feet into any yard setback or building separation distance.
- (d) Ramps and stairways leading to a porch, stoop or other building entrance may project into a yard setback or building separation distance without limitation, provided that the steps do not encroach upon the street right-of-way.
- (e) Awnings and canopies may extend from a building into the street right-of-way and may project over a sidewalk in the right-of-way, provided that such structure has a minimum vertical clearance of eight (8) feet and is set back a minimum of four (4) feet from curb line along the street.
- (f) Building height calculations shall exclude building service equipment (e.g., mechanical services, elevator penthouses, condensers, exhaust fans, air-conditioning and similar equipment), stair enclosures, skylights or atrium structures, and roof-access stairwells, landmark signage structures, and architectural enhancements and appurtenances (e.g., parapets, chimneys, cupolas, steeples, spires, belfries, towers, corner towers, flagpoles and similar elements), provided that such shall not exceed applicable height requirements by greater than 15 feet.
- (g) All building types shall be permitted to have above or below ground basements.

*Mount Laurel Mixed Use Zone (Mixed Use Zone in Mount Laurel Settlement Agreement)*

The Mount Laurel Mixed-Use (MLMU) will provide sales and services necessary to sustain the regional community with commercial and office locations.

Mount Laurel Mixed Use	
BLOCK	LOT
57	5, 8, 9, 10

The purpose of the MLMU zone is to provide specific zoning controls to accommodate a mix of up to 475 residential units and commercial and retail uses on the property located on U.S. Route 322 (a/k/a Swedesboro Road) designated as Block 57, Lots 5, 8, 9 & 10; This zone is adopted as part of the Mount Laurel Settlement Agreement.

A. Permitted uses.

Residential Uses:

- (1) Single-family Attached dwellings (townhouses)
- (2) Multifamily dwellings.
- (3) Independent senior living, assisted living facilities, continuing care retirement communities, nursing and/or convalescent facilities.

Commercial and Retail Uses:

- (1) Commercial educational facilities such as tutoring centers, child or adult day care facilities.

- (2) Anchor or magnet stores, shopping centers, supermarkets, wholesale clubs, lumber, hardware and garden centers.
- (3) Bakeries, confectioners.
- (4) Breweries, wineries and distilleries.
- (5) Business and household service uses including repair shops for business equipment, appliances and the shops of tradesmen such as plumbers and electricians.
- (6) Delicatessen/carryout.
- (7) Funeral homes and mortuaries.
- (8) Greenhouses, including retail sales.
- (9) Florists.
- (10) Health and fitness centers; dance and exercise studios.
- (11) Mechanical car wash and automobile detailing services.
- (12) Offices for administrative, executive, professional, business sales, government offices and similar uses, the normal attributes of which do not involve the storage, exchange or delivery of merchandise to the general public.
- (13) Office of banks, credit unions, savings and loan associations and similar financial institutions, not having drive-through facilities for the transaction of business from motor vehicles.
- (14) Office of banks credit unions, savings and loan associations and similar financial institutions, having drive-through facilities for the transaction of business from motor vehicles.
- (15) Office furniture and supplies, auto and rental equipment.
- (16) Hospitals. medical, rehabilitation or dental offices or clinics.
- (17) Outpatient surgical centers.
- (18) Personal service businesses including hair salons, tanning salons, nail salons, dry cleaning outlets, dressmaking or tailor shops, shoe repair shops, printing and reproduction services, shipping centers, package facilities, and similar type uses except for tattoo studios and body piercing establishments unless located in a hair or nail salon.
- (19) Public transportation stations and shelters.
- (20) Recreational and sport facility, indoor and outdoor, commercial.
- (21) Rental halls for meetings and social occasions.
- (22) Repair and maintenance of equipment and machines normally utilized in any of the uses permitted in this district.
- (23) Research, experimental or testing laboratories.
- (24) Restaurant, full service, fast food, or take-out, with or without drive-through, patio and/or curbside pickup.
- (25) Automobile dealership for new or used cars or trucks.
- (26) Brewpubs.
- (27) Taverns and nightclubs serving legal beverages
- (28) Veterinarian office and animal hospital, provided there is no outdoor use area or overnight boarding.
- (29) Utility facilities, including telephone, water, sewer, electricity and gas.
- (30) Wireless telecommunications towers and antenna located entirely within an existing building or on the roof or side of a building or attached to an existing structure.
- (31) Retail sales and services, including newspapers, gifts, novelties, tobacco products, drugs (including marijuana dispensaries), food, clothing, spirits, confections, florist items,



- books and specialty merchandise, automotive supplies and services, including convenience stores (with or without fuel pumps), with or without drive-through.
- (32) Breweries, wineries and distilleries.
  - (33) Theaters for motion pictures, digital streaming and live performances (other than XXX-rated), with or without food and beverage service, including alcoholic beverages.
  - (34) Indoor and outdoor amusement, recreation, entertainment and leisure uses not otherwise prohibited.
  - (35) Art galleries and studios.
  - (36) Dinner theaters.
  - (37) Indoor and outdoor farm and food markets including food halls.
  - (38) Hotels and motels, extended-stay, conference centers.
  - (39) Sale and/or installation of tires, batteries, oil changes and other ancillary automobile maintenance services.
  - (40) Public libraries and museums.
  - (41) Utility facilities serving the MLMU zone, including but not limited to telephone, water, sewer, electricity, gas and cable tv.

#### B. Permitted Accessory Uses.

Any one or more of the following accessory uses, accessory buildings and accessory structures shall be permitted in the MLMU zone, including:

- (1) Clubhouse or common amenity area, including, but not limited to: a fitness center; wellness center; swimming pool; leasing office; entertainment center; multi-purpose rooms; meeting rooms; indoor or outdoor resident food and beverage area, including alcoholic beverages, and a business center. Said building or use shall be open only to the residents of the community and their guests and shall not be open to the public at large.
- (2) Detached garages serving residential uses.
- (3) Kiosks, street vending carts, market stalls and food trucks.
- (4) Flag poles; clock towers.
- (5) Parking structures.
- (6) Temporary building or yards for construction materials or equipment, both incidental and necessary to construction in the immediate area.
- (7) Temporary construction trailers.
- (8) Surface parking lots.
- (9) Walls and fences.
- (10) Signage
- (11) Outdoor/Sidewalk sales and display.
- (12) Outdoor/Patio dining areas.
- (13) Outside customer pick-up areas.
- (14) Gas pumps, associated with a retail store or convenience store.
- (15) Drive-thru associated with a bank, ATM, retail store, personal service and/or restaurant or fast-food restaurant, with access from Route 322 only.
- (16) Wireless telecommunications antennas located entirely within an existing building or on the roof or side of a building.
- (17) Regional stormwater detention basin.

- (18) Regional water tank.
- (19) Sewer pump station.
- (20) Any and all other accessory uses or structures which are customarily incidental to any permitted principal use.

C. Area, bulk and dimensional standards for Residential Uses.

- (1) Maximum Building Height: 60 feet.
- (2) Minimum lot area: 5 acres.
- (3) Minimum lot width: 18 feet.
- (4) Minimum lot depth: 60 feet.
- (5) Maximum impervious coverage: 80% for the entire tract or development area.
- (6) Minimum yards.
  - (a) Front yard: 15 feet.
  - (b) Side yard: 0 feet to party wall; 5 feet to non-party walls.
  - (c) Rear yard: 15 feet.
  - (d) Minimum distance from Route 322: 50 feet.
- (7) Number of Residential Units
  - (a) Up to 475 residential units may be constructed within the MLMU zone, provided that less or more residential units may be located within the MLMU zone-and/or theMLR zone, as long as the total residential unit count between the two districts does not exceed 1,375 units. A total of 90 of the 1,375 residential units must be set aside for low- and moderate-income housing.
  - (b) No transferable development rights (TDRs) shall be required to be purchased to develop the 1,375 units permitted in the MLR zone and MLMU zone-and both parcels are exempt from the Township's TDR Ordinance.
  - (c) Up to 20% of the total number of residential dwelling units permitted in the MLMU zone may be townhouses, at the Developer's election.
  - (d) Both multifamily dwellings and townhouses shall be permitted to have above or below ground basements.
  - (e) Each residential unit an independent senior living, assisted living facilities, continuing care retirement communities, nursing and/or convalescent facilities that contains an individual sleeping area, bathroom and kitchen shall constitute a residential dwelling unit and shall count towards the total number of residential dwelling units permitted. Each residential unit within a senior living facility that contains an individual sleeping area and bathroom but shares a kitchen with another residential unit shall count toward the total number of residential dwelling units permitted at a ratio of .50 independent living units per dwelling unit.

(8) Parking:

- (a) Off-street parking for residential uses shall meet the design standards contained in R.S.I.S. (N.J.A.C. 5:21-4), provided that deviations and/or alternative standards may be permitted by the Joint Land Use Board.
- (b) Off-street parking lots shall be accessed by means of common driveways. Cross-access easements for adjacent lots with interconnected parking lots shall be required.
- (c) Sidewalks shall be provided at building entrances and shall be a minimum of 8 feet in width.
- (d) A pedestrian crosswalk shall be provided between residential buildings and the non-residential area of the development.
- (e) A pedestrian crosswalk within non-residential areas shall be provided at appropriate intervals.

(9) Permitted Building Projections

- (a) Non-enclosed porches, porticos, balconies, stoops and entrance platforms shall be permitted to project not more than eight (8) feet into a required yard setback or building separation distance.
- (b) Cornices, eaves, chimneys, gutters, downspouts, awnings, canopies, cantilevered roofs, uncovered balconies and bay windows shall be permitted to project not more than three (3) feet into any yard setback or building separation distance.
- (c) Window wells may project not more than five (5) feet into any yard setback or building separation distance.
- (d) Ramps and stairways leading to a porch, stoop or other building entrance may project into a yard setback or building separation distance without limitation, provided that the steps do not encroach upon the street right-of-way.
- (e) Awnings and canopies may extend from a building into the street right-of-way and may project over a sidewalk in the right-of-way, provided that such structure has a minimum vertical clearance of eight (8) feet and is set back a minimum of four (4) feet from curb line along the street.
- (f) Building height calculations shall exclude building service equipment (e.g., mechanical services, elevator penthouses, condensers, exhaust fans, air-conditioning and similar equipment), stair enclosures, skylights or atrium structures, and roof-access stairwells, landmark signage structures, and architectural enhancements and appurtenances (e.g., parapets, chimneys, cupolas, steeples, spires, belfries, towers, corner towers, flagpoles and similar elements), provided that such shall not exceed applicable height requirements by greater than 15 feet.
- (g) All required setbacks shall be measured from the right-of-way of public streets and from the face of curb or edge of cartway of all internal streets.

D. Area, bulk and dimensional standards for Commercial and Retail Uses.

- (1) Building height: 60 feet maximum.
- (2) Minimum lot area: 2 acres.
- (3) Minimum lot width: 150 feet.

- (4) Minimum lot depth: 200 feet.
- (5) Maximum impervious coverage: 80% of the entire tract or development area.
- (6) Minimum yards.
  - (a) Front yard: 40 feet from Route 322.
  - (b) Side yard: 25 feet from exterior roads only.
  - (c) Rear yard: 25 feet.
- (7) Parking:
  - (a) Off-street parking stalls shall be nine feet by 18 feet and, where practical, applicants may provide up to 10% of required parking inventory in the form of compact parking stalls measuring 8 feet by 18 feet. Parking spaces shall not be utilized for outdoor display and/or sales of retail products.
  - (b) Parking for uses within a shopping center shall be provided at a ratio of four spaces per 1,000 square feet of gross leasable area. Parking for stand-alone uses shall be provided at the ratio required by Section 203-81 of the Zoning Ordinance .
  - (c) Off-street parking lots shall be accessed by means of common driveways. Cross-access easements for adjacent lots with interconnected parking lots shall be required.
  - (d) Shared parking shall be permitted. An applicant seeking to satisfy its parking requirement using a shared parking approach shall prepare a parking report that documents how an adequate supply of parking spaces will be provided to satisfy projected parking demand. The report shall be prepared using procedures presented in the most recent version of the report “Shared Parking,” published by the Urban Land Institute. The report shall be prepared using the most current shared parking methodology published by the Urban Land Institute or the Institute of Transportation Engineers.
- (8) Patios shall be set back a minimum of 5 feet from side and rear property lines, except that patios designed for a sidewalk cafe or outdoor eating area with tables may extend to the street right-of-way line.
- (9) All required setbacks shall be measured from the right-of-way of public streets and from the face of curb or edge of cartway of all internal streets.
- (10) Area, bulk and dimensional requirements for wireless telecommunication facilities shall be subject to the provisions of Section 203-50 of the Woolwich Township Code.
- (11) An 8-foot-wide asphalt pedestrian path shall be provided along Route 322. Said path shall be permitted to be located within the required buffer/setback.

*Supplemental Design Standards Governing Mount Laurel Settlement Agreement Properties*

The development of the Mount Laurel Settlement Agreement Properties shall be governed exclusively by the Mount Laurel Settlement Agreement and the zoning standards set forth in this 2021 Amendment to the Redevelopment Plan and shall not be required to comply with the Township’s Master Plan, including but not limited to the 2016 Circulation Plan Update.

All parcels subject to the Mount Laurel Settlement Agreement, shall be designed in accordance with the following additional standards:

- A. GDP Approval. The Inclusionary Developer may apply to the Joint Land Use Board for General Development Plan (GDP) approval for any portion of the Mount Laurel Settlement Agreement Properties containing five (5) acres or more and shall be subject to the provision of N.J.S.A. 40:55D-45 et seq. regarding GDP review and approvals.
- B. Financial Subdivision. No waivers or variances shall be required to create a financial subdivision, which is defined as a subdivision which is filed for the sole purpose of allowing parcels of real property shown on a plan that is otherwise the subject of a site plan application to be subdivided so that institutional mortgage loan financing and/or conveyance to an entity separate from the owner of the development may be obtained for constituent portions of the site plan. The Planning Board may require reciprocal easements to be provided for any shared infrastructure, such as, without limitation, vehicular and pedestrian access and parking, utilities, stormwater management and usual and customary maintenance activities.
- C. Cost Generative Features. The Township and JLUB shall comply with N.J.A.C. 5:93-10 and shall not impose development standards and/or requirements that would be objectively considered cost-generative features that are not essential to protect the public welfare. Pursuant to paragraph 3.f of the Mount Laurel Settlement Agreement, the Township and the Inclusionary Developer have agreed that the zoning regulations governing the CD, MLC, MLR, and MLMU zones are not “unnecessary cost generating features” as that term is applied pursuant to COAH’s regulations at N.J.A.C. 5:93-10.1. However, nothing herein shall bar the Inclusionary Developer from challenging any RSIS imposed by the JLUB as being “unnecessary cost generating features” pursuant to N.J.A.C. 5:93-10.1.
- D. Furthermore, as per paragraph 3.g of the Mount Laurel Settlement Agreement, nothing herein shall preclude the Inclusionary Developer from seeking variances or de minimus waivers as part of any of its development applications, which shall reasonably be considered by the JLUB in accordance with N.J.A.C. 5:93.10.1(b) and N.J.A.C. 5:97-10.3(a).
- E. TDRs. Pursuant to Paragraph 2.f of the Mount Laurel Settlement Agreement, Inclusionary Developer shall not be required to purchase TDRs in connection with the development of any of the Mount Laurel Settlement Agreement Properties and the Mount Laurel Settlement Agreement Properties are exempt from the Township’s TDR Program.
- F. PILOT/Redevelopment Area Bonds (RAB). Pursuant to Section 9 of the Mount Laurel Settlement Agreement, the Township has determined that the significant costs and improvements required for the development of the Mount Laurel Settlement Agreement Properties and the affordable housing required thereunder, merit one or more long-term tax exemptions and corresponding payments in lieu of taxes (“PILOT”) for the non-residential components of the development of the Mount Laurel Settlement Agreement Properties pursuant to and in accordance with the Long Term Tax Exemption Law, N.J.S.A. 40A-20.1 and the process set forth in paragraph 9 of the Mount Laurel Settlement Agreement.
- G. Performance Guaranties, Maintenance Guaranties & Inspection Fees. As a condition of final site plan approval or final subdivision approval, the Joint Land Use Board may require the

developer to post a performance guarantee for the purpose of assuring the installation of on-tract improvements consistent with the provisions of N.J.S.A. 40:55D-53 and pursuant to the following procedures:

- (1) The developer shall furnish a performance guarantee in favor of the Township in an amount not to exceed one hundred twenty percent (120%) of the cost of installation of the following on-site improvements that are to be dedicated to a public entity, and that have not yet been installed, as shown on the approved plans or plat, as the case may be: streets, pavement, gutters, curbs, sidewalks, street lighting, street trees, surveyor's monuments, water mains, sanitary sewers, community septic systems, drainage structures, public improvements of open space, and any grading necessitated by the preceding improvements.
- (2) The developer shall furnish a performance guarantee to include, within an approved phase or section of a development privately-owned perimeter buffer landscaping, as required by N.J.S.A. 40:55D-53(1)(b).
- (3) The developer shall furnish to the municipality a "safety and stabilization guarantee," in favor of the municipality as described in N.J.S.A. 40:55D-53(1)(d). At the developer's option, a "safety and stabilization guarantee" may be furnished either as a separate guarantee or as a line item of the performance guarantee.
- (4) The developer shall have the option to post each required guarantee in any of the following forms:
  - (a) A cash value equal to one hundred twenty percent (120%) of the total cost of construction as determined by the Township Engineer pursuant to this Section; or
  - (b) An irrevocable performance bond or letter of credit in the amount of one hundred twenty percent (120%) of the construction as determined by the Township Engineer pursuant to this Section.

[1] The cost of any performance guarantee required hereunder shall be determined by the Township Engineer who shall prepare an itemized cost estimate of the improvements covered by the performance guarantee which itemized cost estimate shall be appended to each performance guarantee posted by the developer. Said itemization shall be the basis for determining the amount of performance guaranty and maintenance guaranty required by the approving authority consistent with this Section. The Township Engineer shall forward his estimate of the cost of improvements to the developer within thirty (30) days of the date of receipt of a request sent by certified mail for said estimate.

[2] Prior to the release of a performance guarantee, the developer shall furnish a maintenance guarantee in an amount not to exceed fifteen percent (15%) of the cost of the installation of the improvements which are being released. The term of the maintenance guarantee shall be for a period not to exceed two (2) years and shall automatically expire at the end of the established term.

[3] The developer shall post with the municipality, upon the inspection and issuance of final approval of the following private site improvements by the municipal engineer, a maintenance guarantee in an amount not to exceed 15% of the cost of the installation of the following private site improvements: stormwater management basins, in-flow and water quality structures within the basins, and the

out-flow pipes and structures of the stormwater management system, if any, which cost shall be determined according to the method of calculation set forth in section 15 of P.L.1991, c.256 (C.40:55D-53.4).

- [4] In the event that other governmental agencies or public utilities automatically will own the utilities to be installed or the improvements are covered by a performance or maintenance guaranty issued for the benefit of another governmental agency, no performance or maintenance guaranty, as the case may be, shall be required for such utilities or improvements.
- [5] Temporary Certificate of Occupancy.
- i. In the event that a developer shall seek a temporary certificate of occupancy for a development, unit, lot, building, or phase of development, as a condition of the issuance thereof the developer shall furnish a separate guarantee, referred to herein as a temporary certificate of occupancy guarantee, in an amount equal to one hundred twenty percent (120%) of the cost of installation of only those improvements or items which remain to be completed or installed under the terms of the temporary certificate of occupancy and which are required to be installed or completed as a condition precedent to the issuance of the permanent certificate of occupancy for the development, unit, lot, building or phase of development. Upon posting of a temporary certificate of occupancy guarantee, all sums remaining under a performance guarantee which relate to the development, unit, lot, building, or phase of development for which the temporary certificate of occupancy is sought shall be released.
  - ii. The scope and amount of the temporary certificate of occupancy guarantee shall be determined by the Township Engineer based upon the projected cost of improvements remaining for issuance of the temporary certificate of occupancy which shall be provided by the applicant to the Township Engineer, and shall include items such as sidewalks and street trees at the subject property, roadways (including surface course) from the property to the fully improved roadway; water and sewer infrastructure from the property to the main, stormwater conveyance to serve the property and stormwater management structures/basins for the current project phase.
  - iii. The temporary certificate of occupancy guarantee shall be released by the Township Engineer upon the issuance of a permanent certificate of occupancy with regard to the development, unit, lot, building, or phase as to which the temporary certificate of occupancy relates
- (5) Inspection Fees. The obligor shall reimburse the municipality for reasonable inspection fees paid to the municipal engineer for the foregoing inspection of improvements as described in N.J.S.A. 40:55D-53.h.

*Landscaping and Buffers (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties)*

A. Definitions.

As used in this section, the following terms shall have the meanings indicated:

**DEVELOPMENT ZONE**

The area where the majority of development on a site will take place. This area is located outside of the tree protection zone, and is typically where buildings, parking lots and stormwater basins are proposed. Only specimen trees (24 inches and greater) are required to be compensated for within the development zone.

**TREE PROTECTION ZONE**

An area bounded by the parameters outlined in this Redevelopment Plan where trees are to be preserved as much as possible. All trees 10 inches or greater that are removed from this area must be compensated for.

**SPECIMEN TREE**

A healthy tree in good condition of 24 inches in diameter or greater.

B. Tree protection management plan.

- (1) A tree protection management plan must be submitted at the time of site plan application, if there are one or more live trees of 10 inches in diameter or larger and in good condition and healthy which are proposed to be cut or removed from the property.
- (2) Tree protection management plan(s) shall be submitted with each site plan or major subdivision plan application. They shall be on the same size sheets and at the same scale as other corresponding layout plans in the set, and shall contain the following information:
  - (a) Location of all existing or proposed buildings, driveways, grading, septic fields, easements, underground utility lines, rights-of-way, and other improvements.
  - (b) Location of existing natural features, including wooded areas, watercourses, wetlands, and floodplains.
  - (c) The limits of the tree protection zone, according to the following distances from proposed improvements:
    - [1] House or building: 12 feet.
    - [2] Pavement (parking lot, driveway, sidewalk): five feet.
    - [3] Septic fields, underground utilities, the base of berm grading of stormwater management basins, pools, sheds, picnic shelters and other improvements: 10 feet.
- (a) The limits of the Development Zone and Tree Protection Zone areas of the property.
- (b) Location of all existing specimen trees within the Development Zone area of the property. Each tree shall be noted by its species, size and general health condition.



Whenever possible, the actual canopy spread shall be shown, but if it must be estimated, the canopy shall equal 1 1/2 feet of diameter per one inch of trunk diameter.

- (c) Identification and location of all existing specimen trees within the Development Zone to be preserved.
- (d) Identification and location of all existing specimen trees within the Development Zone to be removed or transplanted.
- (e) Location of all existing tree masses within the Tree Protection Zone area of the Property.
- (f) Identification and location of all existing trees within the Tree Protection Zone to be removed or transplanted.
- (g) A chart tabulating the diameter inches of trees being removed, the required diameter inches to be replaced, and the equivalent number of compensatory trees.
- (h) Specifications for the removal of existing trees and for the protection of existing trees to be preserved, including detail(s) of tree protection fencing.

### C. Landscape plan requirements.

- (1) The landscape plan shall be prepared and sealed by a certified landscape architect or other similarly qualified professional acceptable to the Joint Land Use Board.
- (2) Landscape plans shall be submitted with each site plan or major subdivision plan application. They shall be on the same size sheets and at the same scale as other corresponding layout plans in the set, and shall contain the following information:
  - (a) Existing vegetation to remain and the location of proposed plantings, with transplants and compensatory plants clearly labeled on both the plan and in the planting list/schedule.
  - (b) Existing and proposed improvements, including structures, utilities, lighting, signage, stormwater management system structures, pavement materials, water features, fences, walls.
  - (c) All ground plane treatments including seed, sod, ground covers and mulch beds, with beds clearly defined.
  - (d) Existing and proposed grades, including berm contours.
  - (e) A plant list on the same sheet, or reference to the sheet on which it appears, which contains a key or symbol reference, corresponding to labels or symbols on the plan; the proposed quantity of each plant species; the scientific and common plant names; the size of the plant at installation; the root condition; plant spacing; and any special specifications or instructions.
  - (f) Details of the proposed method of planting, staking and tree protection.
  - (g) Standard planting notes reflecting current industry standards, including, but not limited to, the guarantee period and maintenance commitment.
- (3) Detailed planting areas, which are not clearly legible on plans at a smaller scale, shall be shown at a scale of one inch equals 30 feet or larger, to depict the detail. This may be necessary to communicate plantings around signage, project entries, in courtyards, tot-lots or building foundations, for example.

D. Standards for plant material.

- (1) Plant species selected shall be suitable to the site’s microclimate, be appropriate for the intended function, be proportional to site features, and minimize the amount of maintenance required.
- (2) With the exception of transplanted material, all proposed plant materials shall be nursery-grown, disease-free, and shall conform to the standards listed in American Standard for Nursery Stock, ANSI Z60.1, current edition, published by the AmericanHort.
- (3) Plant material shall conform to the following minimum sizes and root condition:
  - (a) Shade and street trees shall have a minimum caliper of 2 inches, measured six inches above ground level, and a minimum height of six feet at installation. At least 50% of tree species shall be native to the region.
  - (b) Ornamental and flowering trees shall have a minimum height of six feet at installation.
  - (c) Evergreen trees shall have a minimum height of six feet at installation.
  - (d) The roots of all trees shall be contained in soil, and shall be balled and burlapped, except as otherwise noted.
  - (e) Upright and spreading shrubs shall be a minimum height of two feet at planting.
  - (f) Ground covers, perennials, bulbs and annuals shall be appropriate to type.
- (4) A variety of plant species are encouraged to avoid monocultures, to encourage long-lived species, and to promote wildlife habitat. Tree and shrub plantings shall contain the following minimum species mix:

Number of Trees	Minimum Species
1 to 9	1
10 to 49	2
50 to 99	3
100 to 199	4
Over 200	5

Number of Shrubs	Minimum Species
1 to 49	1
50 to 99	3
Over 100	5

- (5) Other plant types, such as those marginally hardy to the area or those which have an unusual form, and/or nonvegetative features, such as water or rock gardens, may be incorporated into required planting areas. However, only those plants, which meet the requirements above, may be counted toward satisfying the minimum planting requirements.
- (6) All landscape improvements to be provided shall be installed and maintained by accepted practices as recognized by the American Nursery and Landscape Association. Planting and

maintenance of vegetation may include, as appropriate, but not necessarily be limited to, provisions for surface mulch, staking and guying, irrigation, fertilization, insect and disease control, pruning, mulching, weeding and watering, and shall be financially secured, guaranteed and maintained in the manner required by Section H. of this Ordinance.

E. Transplanted plants.

- (1) On a case-by-case basis, provisions may be made for the moving of existing trees, shrubs or other natural features to other locations on the site if requested by the applicant.
- (2) When used to satisfy a minimum requirement contained in this section, the transplanted plant materials shall be generally comparable in quantity and size as required nursery-grown material, and shall also be subject to the same protection, maintenance and guarantee requirements of this section.
- (3) Transplanted material shall be handled according to the ANLA's guidelines and pruned according to ANSI standards. When pruning, a more conservative crown clearing is recommended, removing up to 25% of the branches.

F. Compensatory planting.

- (1) Compensatory planting shall be required for each tree of 12 inches in diameter or larger within the Tree Protection Zone that is in good condition and health, and each specimen tree that is in good condition and healthy within the Development Area zone.
- (2) Trunk diameters shall be measured according to the following guidelines.
  - (a) For single-trunked shade trees, at a point 4 1/2 feet above ground level.
  - (b) For single-trunked ornamental trees, at a point 12 inches above ground level.
  - (c) For evergreen trees, at a point 12 inches above ground level.
  - (d) For multitrunked trees that branch between one and 4 1/2 feet above ground level, at a point just below the split.
  - (e) For multitrunked trees that branch below one foot above grade, the diameter shall be 60% of the sum total of all trunks measured at a point 4 1/2 feet above ground level.
- (3) Compensatory trees shall be provided in the following ratios, based on the sum total of the diameter inches of trees being removed. These standards are applicable to both deciduous and evergreen trees. Compensation is not required for shrubs.
  - (a) For trees 12 to 24 inches in diameter, one inch of new tree caliper shall be provided for every two inches of existing tree diameter cut or removed.
  - (b) For trees 24 inches in diameter or greater (specimen trees), two inches of new tree caliper shall be provided for every two inches of existing tree diameter cut or removed.
- (4) The number of compensatory trees should be calculated from the total diameter inches to be replaced, divided by two, rounded up to the next whole number.
- (5) Compensatory trees shall be a minimum of 2" in caliper. Evergreen and ornamental trees may be substituted at a ratio of 2:1 shade tree, for up to 50% of the requirement. Alternative

types of compensatory planting may be permitted, when approved by the Joint Land Use Board.

- (6) Locations of compensatory trees must be clearly labeled on the landscape plan. They may be placed anywhere on the site, but are in addition to other required trees, such as street trees or buffer requirements.
- (7) In the event that the applicant establishes to the satisfaction of the Joint Land Use Board that constraints incident to the land itself (including, without limitation, extreme topography, unsuitable soils, rock outcrops and existing uninterrupted dense canopy) render it impractical to locate on the lot the required number of compensatory trees, then, the applicant shall have the option of (a) installing a portion of the required compensatory trees on other public lands within the Township; (b) contributing to the Township the estimated cost of those trees which cannot practically be installed on the property for later installation of trees on public lands; and/or (c) installing fewer, larger or more valuable compensatory trees on the lot with an aggregate cost as installed and guaranteed not less than the estimated aggregate cost of the required number of compensatory trees.

#### G. Street trees.

- (1) Street trees shall be required along all existing or proposed public or private streets when they abut or lie within the proposed subdivision or site plan, and are in addition to other required plantings.
- (2) Street trees shall be placed in a planting strip located between the proposed sidewalk and curb. Where no sidewalks are proposed and are not planned in the future, the trees shall be placed five feet behind the curb or edge of pavement. Street trees shall not be planted within clear sight triangles and consideration should be given to overhead wires.
- (3) Street trees shall comply with the size and spacing requirements below.
  - (a) Street trees shall be planted along all new or existing residential streets at 40 foot intervals.
  - (b) Street trees shall be planted along Route 322 at average 40 foot intervals.
  - (c) Street trees shall be planted along Kings Highway at average 40 foot intervals.
  - (d) Street trees shall be planted along Pancoast Road at average 45 foot intervals.
  - (e) Street trees shall be planted along Asbury Station Road at average 45 foot intervals.
  - (f) Trees shall be distributed along the entire planting strip, although they need not be evenly spaced.
  - (g) To prevent the total obliteration of sections of trees by disease or insect infestation, a variety of trees shall be used in each street tree planting. Street tree species should not be alternated, but should be grouped at the designer's discretion. This does not preclude the limited use of a singular species of tree to create a strong design statement. In general, no more than 20 trees in a row or in a cluster should be of the same species, unless otherwise approved.
  - (h) Alternate arrangements to create a special effect (i.e., columnar trees spaced 15 feet on center at a development entry) may be permitted on a case-by-case basis, when approved by the Joint Land Use Board.

- (i) Plantings shall not block, impede or interfere with the installation, safe use, operation or maintenance of roadways, sidewalks, sight easements, utilities, and lighting in accordance with the following guidelines.

- [1] Five feet from curbs and sidewalks to the center of the tree;
- [2] Ten feet from underground utilities;
- [3] Fifteen feet from overhead utilities, unless the use of small shade or ornamental trees is approved; and
- [4] Trees planted adjacent to sidewalks shall be limbed to a minimum of seven feet.

- (4) Plantings prohibited by utility easements may be incorporated into another section of the site.
- (5) Plantings shall not be of an invasive nature, weedy or brittle character, easily susceptible to pest infestations and/or diseases, or possess hazardous characteristics (bee-attracting, poisonous, thorny) when used in areas designated for sitting or play.
- (6) The street tree requirement may be waived where existing preserved vegetation is considered sufficient to meet these requirements, and is reasonably assured of continued survival.
- (7) If tree pits are used within paved areas, they may be covered with tree grates and/or a variety of porous materials; however, the minimum surface area for gas exchange must be 15 square feet per tree, unless otherwise approved by the Joint Land Use Board.

#### H. Landscaping for parking lots, loading and vehicle storage areas.

- (1) A screen planting, berm, fence, wall or combination thereof, no less than four feet in height, measured from the center line of the adjacent street, shall be provided between all off-street parking areas with 30 or more parking spaces and any lot line or street line except where a building intervenes or where the distance between such areas and the lot line or street line is greater than 150 feet. Such screen shall be capable of obscuring at least 50% of the glare of automobile headlights.
- (2) All site plans/subdivisions that contain parking lots for 75 or more parking spaces shall be designed to include planting islands in order to break the view of parked vehicles in a manner not impairing visibility.
- (3) Planting islands, when required, shall conform to the following standards:
  - (a) One planting island, a minimum of 9 feet wide by 18 feet long, spaced not more than 180 feet apart, or every 50 parking stalls, in single or double bays;
  - (b) Islands should be placed opposite each other in adjacent rows of parking, to reduce the number of raised islands, and to increase the area available for tree roots.
  - (c) The last parking stall in a row shall be separated from drive aisles by a planting island, a minimum of nine feet in width
  - (d) Each planting island shall contain one shade tree plus three shrubs, ground cover, and/or mulch to cover the entire area at maturity. Shrubs located at the ends of the islands shall be maintained at a maximum mature height of 2 1/2 feet for sight line and safety purposes.

(4) Divider strips. All site plans/subdivisions that contain parking lots for 100 or more parking spaces shall be designed to include divider strips in order to break the view of parked vehicles in a manner not impairing visibility. Divider strips, when required, shall conform to the following standards:

(a) Divider strips shall be placed at every fifth bay of parking, running the length of the rows of parking, and be landscaped with plantings of shade, ornamental, and/or flowering trees, plus shrubs, ground cover and/or mulch to cover the entire area at maturity. A “bay of parking” is the width of pavement needed to accommodate either one or two rows of parking stalls plus one access lane.

(b) Divider strips shall be a minimum of 6 feet wide, unless a sidewalk is proposed within the divider strip, then the total width of the divider strip and sidewalk shall be at least 11 feet. An approved root barrier shall be placed along the tree side of the sidewalk.

[1] The quantity of shade trees required shall be calculated at one tree per 50 feet of divider-strip length, exclusive of end islands. Two ornamental trees may be substituted for one shade tree, for up to 50% of the requirement. The trees need not be spaced evenly apart; however, the maximum spacing shall be 50 feet.

[2] The quantity of shrubs shall be calculated at one shrub per 10 feet of divider strip, exclusive of end islands. Shrubs shall be spaced according to size, but not more than five feet apart. Gaps may be placed between the shrub plantings to provide areas for ground covers, decorative mulch beds, artwork, crosswalks, or flowering plants. Shrubs within 10 feet of the ends of the strips shall not exceed 2 1/2 feet in height, so as not to block visibility. This shall not preclude the use of taller shrubs elsewhere within the divider island.

(5) All loading areas shall be landscaped and screened sufficiently to obscure the view of the parked vehicles and loading platforms from any public street throughout the year. Such screening shall be by an extension of the building, a fence, berm, wall, planting or combination thereof and shall not be less than five feet in height at the time of planting, and eight feet in height at maturity.

(6) To prevent conflicts with the opening and closing of automobile doors, and to reduce damage from automobile overhangs, all shrub plantings in parking lot islands and divider strips located adjacent to or abutting parking stalls shall be set back a minimum of one foot from the curb or edge of pavement.

(7) Plantings required within the parking areas are exclusive of other planting requirements such as street trees, buffer and compensatory plantings.

I. Façade Plantings/Building Articulation. In an effort to break up long stretches of facade and provide an enhanced building/pedestrian environment, the developer shall pick one of the following treatment options:

Façade Plantings for Non-Residential Buildings (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties)

- (1) At the Developer's sole discretion and election, façade plantings may be placed along the sides of buildings facing parking lots and street rights-of-way.
- (2) Plantings are suggested for all sides of a non- residential building facing parking lots or areas intended primarily for pedestrian use. Plantings are not suggested along the sides of buildings containing service or loading areas, unless they also face parking areas. If part of a side of the building faces parking, only that portion is subject to these requirements.
- (3) Plantings are suggested for all sides of a non- residential building facing a street right-of-way.
- (4) Plantings should front a minimum of 50% of the length of the building and any outdoor retail, cafe or occupied areas. Screen plantings are not suggested in front of outdoor sales or cafe areas; however, consideration should be given to placing some of the required trees in front of these areas.
- (5) Façade plantings should consist of a minimum of 50% evergreen material to ensure that landscaping is present during the late fall to early spring seasons.
- (6) The minimum suggested planting ratio shall be one shade tree per 40 feet of building facade, plus six shrubs (including ornamental grasses with a minimum height of three feet) per 20 feet of building facade, outdoor retail, cafe or other occupied areas. To allow for design flexibility, the following substitutions may be made:
  - (a) Up to 50% of the suggested quantity of shade trees may be substituted with two ornamental or evergreen trees, or six shrubs, per shade tree.
  - (b) Up to 25% of the suggested quantity of shrubs may be substituted with two ground cover shrubs or perennials per shrub.
  - (c) Plantings may be placed in a lawn area, tree pits, and/or planters as appropriate to the character of the development, using the following guidelines as to placement.
  - (d) Shade trees should be placed at least 15 feet from a building wall. Ornamental and evergreen trees should be placed at least 10 feet from a building wall.
  - (e) If any tree is located closer than 10 feet to a sidewalk, approved root barriers should be placed along the tree side of the sidewalk for a distance of 12 feet, centered on the trunk.
  - (f) Planters should be at least 30 inches high, but no higher than 42 inches, and contain drainage holes.

#### Façade Plantings for Multi-Family Residential Buildings

- (1) Decorative façade plantings shall be placed adjacent to building entrances in order to provide visual interest and to draw attention to building entrances.
- (2) Plantings may be placed in a lawn area, tree pits, and/or planters as appropriate to the character of the development.

#### *Building Articulation for Non-Residential Buildings (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties)*

- A. A combination of two or more of the following building articulation techniques shall be utilized:

- (1) Roofline variation.
  - (2) Arcades, display windows and entry areas.
  - (3) Wall texture placement and change.
  - (4) Creation of a horizontal and vertical shadow line.
  - (5) Offsets and/or breaks in the building line. Offsets can include pilasters, projecting bays, changes in façade materials and balconies. The minimum projection or depth of any individual vertical offset should not be less than 8 inches.
  - (6) Patterned walls.
  - (7) Color change.
  - (8) Recessed entrances.
  - (9) All street-facing building walls should have a clearly defined base, body and cap.
  - (10) The base of the building should align with either the kickplate or sill level of the first story.
  - (11) The body section of a building may be horizontally divided at floor, lintel or sill levels with belt courses.
  - (12) The exterior walls of each building shall be constructed of durable permanent architectural materials, i.e., carefully selected brick; stone with a weathered face or polished, fluted, or broken-faced concrete, split-faced block or smooth block.
- B. The architectural treatment of a façade should be placed along facades facing public streets and parking lots.
- C. Preengineered metal buildings, industrial-type structures featuring predominantly painted exteriors, and corrugated metal-sided or clapboard aluminum-sided "Butler" type buildings shall not be permitted.

*Buffer and Screen Standards (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties)*

- A. The primary purpose of screens is to reduce view into lots.
- B. Type, location and width.

(1) Buffers are required in the following locations:

- (a) Along all lots and streets separating residential and industrial uses from arterial and collector streets;
- (b) Separating all nonresidential uses from residential uses or zoning districts;
- (c) On reverse-frontage lots, adjacent to the higher-classified street right-of-way; and
- (d) Along all state highways and railroad rights-of-way.

(2) Screens are required in the following locations:

- (a) Along all street lines where loading and storage areas can be seen from the street;
- (b) Along all nonaccessible sides of trash enclosures, equipment or storage buildings and yard and utility boxes; and
- (c) Around the exterior perimeter of all parking lots or other similar vehicle use areas (i.e., service stations and bank/fast-food drive-through lanes), but not between the parking lot or vehicle use area and a building.



(3) Width of buffers and screens.

- (a) Where a nonresidential use is proposed to be developed abutting a residential district, the nonresidential user shall provide a planted buffer 75 feet in width within the nonresidential district.
- (b) Where an industrial or manufacturing use is proposed to be developed abutting an office or commercial district, a buffer 50 feet in width shall be located within the district where the development is taking place.
- (c) Where a residential use is proposed to be developed abutting a commercial or office district, a twenty-five-foot buffer shall be provided within the residential district.
- (d) Where a residential use is proposed to be developed abutting an industrial district, a 75 foot buffer shall be provided within the residential district.
- (e) Where a residential use is proposed to be developed abutting a manufacturing district, a buffer 75 feet in width shall be provided within the residential district.
- (f) Where a multifamily residential use is proposed to be developed abutting a residential district, a 25 foot buffer shall be provided.
  
- (g) Where a single-family residential use is proposed to be developed abutting another single-family residential district, no buffer is required.
- (h) Where a recreation use is proposed to be developed abutting a residential district, a 50 ft. landscaped buffer and berm, which may only include a multi-use trail and associated lighting standards, not to exceed 15 ft. in height, shall be provided. No sports lighting shall be permitted within 100 ft. of the perimeter of the recreation parcel, except for any area abutting train tracks. The height of sports lights shall be limited to 75 ft. and shall only be LED lights.

[1] Where a site is developed with mixed uses (both residential and nonresidential), a buffer 10 feet in width shall be provided between different uses.

- (4) Buffer and screen widths shall be measured horizontally. If a reduction in buffer width is granted by the approving authority, then the minimum shrub planting requirements shall be doubled.
- (5) The area included in the buffer or screen strip shall be included in calculating the minimum lot area and setback as required by the specific district in which the lot is located. This strip shall be part of the development and shall be designated on the plan: "This strip is reserved for buffering and/or screening. The placement of any structure hereon is prohibited."

C. General buffer and screen composition and planting standards (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties):

- (1) Buffer may be comprised of existing vegetation and natural features, proposed new or transplanted vegetation, fences, walls and/or berms. Existing vegetation and natural features may be used as a buffer or screen if such features meet the intent of this section.
- (2) No structure, activity, storage of materials or parking of vehicles shall be permitted within a buffer or screen area other than retaining walls or fences.

- (3) The location and design of buffers and screens shall consider the use being screened, the distance between the use and the property line, differences in elevations, the types of buffers or screens and other combinations of man-made and natural features. The buffer or screen shall be designed, planted, graded, landscaped and developed with the general guidelines that the closer a use or activity is to the property line, or the more intense the use, the more effective the buffer or screen must be in obscuring light and vision, and reducing noise beyond the lot.
- (4) The following methods shall be used for the purpose of calculating the amount of plant material required within a buffer or screen.
  - (a) A buffer length shall be measured at the property line or right-of-way line and shall include all existing or proposed driveway openings or easements.
  - (b) Where buffer areas overlap, as in the case of side and rear tract boundaries, only the more stringent buffer shall apply in the area of overlap. However, care shall be taken to avoid unplanted gaps in what would be the area of overlap.
  - (c) The length of the perimeter of stormwater management basins shall be measured along the center of the basin's rim.
- (5) All buffer and/or screen plantings for industrial uses along Kings Highway shall require a berm as an integral part of the landscaping.
- (6) All plantings shall conform to the size and standards prescribed in this Redevelopment Plan.
- (7) At least 50% of all shade trees and 25% of all shrubs shall be native to the region.
- (8) At least 50% of the shrubs shall be evergreen.
- (9) Up to 50% of the required shade trees may be substituted with ornamental trees at a ratio of two ornamental trees for each shade tree.
- (10) Up to 50% of the required shrubs may be substituted with ornamental grasses, which will attain a minimum height of three feet at maturity.
- (11) A minimum of 75% of the length of the required buffer width must contain required plantings.
- (12) Plants shall be distributed throughout the entire length of buffers and screens, but need not be evenly spaced. However, there shall be no more than 100 feet between shade trees, 50 feet between evergreen trees, and 50 feet between shrub clusters.
- (13) Buffer and screen plantings shall be broken at points of vehicular and pedestrian access, outside of clear sight triangles.
- (14) The remainder of the buffer area shall be planted with ground covers, including lawn grasses or wild flowers or meadow plantings, as appropriate to the character of the site and adjacent lands.

D. Specific buffer and screen requirements (applicable to the Mount Laurel Settlement Agreement Properties other than CD-zoned properties)

- (1) Buffers shall contain the following type and quantity of plant material per 100 feet of buffer length.

- (a) Buffers 25 feet wide or greater: two shade trees, four evergreen trees, and 20 shrubs.
  - (b) Buffers up to 25 feet wide: two shade trees, two evergreen trees, and 20 shrubs.
- (2) Screens shall contain the following type and quantity of plant material:
- (a) Loading/storage areas and trash enclosures shall be screened using evergreen trees and shrubs that will achieve 80% opacity after five years growth.
  - (b) If a decorative wall or solid fence is proposed, then a low screen may be used consisting of, at a minimum, evergreen and/or deciduous shrubs a minimum of three feet in height at time of planting.
  - (c) If no wall or fence is proposed and vegetation will act as the only screen, then a high screen consisting of large evergreen shrubs, spaced no more than four feet on center or as needed to form a continuous screen of eight feet in height after five years' growth, or evergreen trees spaced 12 feet on center, with evergreen shrubs placed between the evergreen trees, shall be planted.
- (3) Stormwater management basins shall be screened based on the following quantities of plants unless designed as a wet basin, located within open space, and/or utilized as an amenity, in which case no screening is required:
- (a) One shade tree, plus two evergreen trees, plus 10 shrubs, plus either 20 groundcover shrubs or 300 herbaceous groundcover plants or bulbs per 150 feet of basin perimeter length.
  - (b) Up to 50% of the groundcover shrubs may be substituted with perennials at a rate of two perennials per groundcover shrub.
  - (c) Basin headwall and other structures shall be partially screened with required plantings; however, plantings shall not impede the basin's function.
- (4) If a use is not listed, the screen most suited to the use shall be used.

## **X. INFRASTRUCTURE**

- Stormwater Management
  - With the exception of the Mount Laurel Settlement Agreement Properties, all development within the Redevelopment Area, must include a comprehensive stormwater management system integrated into the open space system in compliance with the standards outlined in the Stormwater Management Plan included in the TDR Plan.
  - The stormwater management facilities serving the Mount Laurel Settlement Agreement Properties shall be designed in accordance with N.J.A.C 7:8-5, et seq. These provisions regulate state requirements for erosion control, ground water recharge, water quality and water quantity reductions. These requirements are established for major developments and shall supersede any local requirements. Green infrastructure and structural stormwater management measures shall be

designed per the New Jersey Stormwater Best Management Practices Manual, with erosion control measures in compliance with NJPDES requirements for general stormwater discharge. At the time of submission of an application for Preliminary and Final Site Plan Approval, the applicant shall submit to the township for review, all plans and design documents which will be submitted to the New Jersey Department of Environmental Protection (NJDEP) for stormwater approval and NJPDES permit for discharge.

- Infrastructure & Public Improvements
  - The Township's TDR program required the preparation of a comprehensive wastewater management plan (WMP) that included the Regional Center in their sewer service areas. This plan received State approval in 2012.
  - The original 2017 Redevelopment Plan was intended to facilitate and expedite the provision of sanitary sewer service to the Kings Landing Regional Center by providing a mechanism in which Woolwich Township can partner with a capable redeveloper to finance, design, permit and construct the primary system along the Route 322 Corridor. Design, permitting, and construction are currently underway.
  - This Amended Redevelopment Plan furthers the purpose of the original 2017 Redevelopment Plan. Adoption of the original 2017 Redevelopment Plan and the intent to extend wastewater service into the Kings Landing Regional Center has catalyzed interest in new development. It was not anticipated at the time, however, the types of development that might emerge as a result of external market demands once the infrastructure improvements were underway and their compatibility with the underlying zoning. This Amended Redevelopment Plan seeks to respond to these changing demands through revised standards to provide opportunities for such uses.

## **XI. IMPLEMENTATION**

All subdivision and site plan applications of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan and all applicable ordinances and regulations of Woolwich Township. With the exception of the Mount Laurel Settlement Agreement Properties, approvals, waivers, and deviations will be governed by the requirements of the Municipal Land Use Law (MLUL), the Local Redevelopment and Housing Law (LRHL), and the Township's usual procedures. The Mount Laurel Settlement Agreement Properties shall be subject to the implementation procedures set forth in paragraph 14 c and d of the Mount Laurel Settlement Agreement. Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements to the Redevelopment Area prepared in accordance with the Township's zoning, site plan and subdivision regulations shall be submitted by the redeveloper(s) to the Joint Land Use Board (JLUB) so that compliance with the Redevelopment Plan can be determined. Review by the JLUB, including submission of waivers, exceptions, and variances, shall be carried out in accordance with Township ordinances and procedures.

## **XII. ADMINISTRATIVE MATTERS**

### **A. Temporary and Permanent Relocation of Displaced Residents and Businesses**

Under the Local Redevelopment and Housing Law, the redevelopment plan must allow "adequate provisions for the temporary and permanent relocation, as necessary, of residents in the project area." (N.J.S.A. 40A: 12A-7a(3)). Additionally, it authorizes contractual arrangements between redevelopment entities and public entities for relocating residents, industry or commerce that is displaced due to implementation of the Redevelopment Plan (N.J.S.A. 40A: 12A-8i).

### **B. Properties to be Acquired in Accordance with the Redevelopment Plan**

No property is intended to be acquired through eminent domain for the effectuation of this Redevelopment Plan.

### **C. Procedures for Amending the Redevelopment Plan**

Upon compliance with the requirements of the applicable law, the Mayor and Committee may amend, revise, or modify this Redevelopment Plan as circumstances may make such changes appropriate, including, but not limited to, circumstances arising out of a redevelopment proposal by an existing owner of property in the Redevelopment Area. The Mayor and Committee may require the party requesting the amendment to prepare a study of the impact of such amendment, which study must be prepared by a Professional Planner, licensed in the State of New Jersey, and, further, may require such party to establish an escrow account to defray the cost of Township professionals.

Upon compliance with the requirements of the applicable law, the Mayor and Committee may amend, revise, or modify this Redevelopment Plan, as circumstances may make such changes appropriate, including, but not limited to, circumstances arising out of a redevelopment proposal by an existing owner of property in the Redevelopment Area. However, pursuant to the Mount Laurel Settlement Agreement, the Redevelopment Plan may not be amended with regard to the Mount Laurel Settlement Agreement Properties without the express written consent of the Inclusionary Developer.

### **D. Zoning Map Amendment**

This Redevelopment Plan Amendment supersedes the underlying zoning for the parcels within the Redevelopment Area, requiring that the Official Zoning Map be hereby amended to illustrate such changes.

### **E. Tax Abatement Program**

By designating this area as An Area in Need of Redevelopment, Woolwich Township is given the authority to offer long-term (up to 30 years) tax exemptions or abatements as a financial incentive to encourage rehabilitation and/or redevelopment of the area, in accordance with N.J.S.A. 40A- 20- 1 et seq. Any tax abatement(s) for the rehabilitation and/or redevelopment of the area would need to be addressed as part of the redevelopment agreement and financial agreement.

#### **F. Validity of Ordinance**

If any section, paragraph, division, subdivision, clause or provision of this plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this plan shall be deemed valid and effective.

**APPENDIX A - ORDER DATED JULY 26, 2021**

**CARLUCCIO, LEONE, DIMON, DOYLE & SACKS, LLC**

9 Robbins Street

Toms River NJ 08753

(732) 797-1600

mjedziniak@cldds.com

Attorneys for Declaratory Plaintiff, Township of Woolwich

By: Michael A. Jedziniak (Attorney ID: 012832001)

**IN THE MATTER OF THE  
APPLICATION OF THE TOWNSHIP OF  
WOOLWICH, COUNTY OF  
GLOUCESTER**

**SUPERIOR COURT OF NEW JERSEY  
LAW DIVISION: GLOUCESTER COUNTY**

DOCKET NO.: GLO-L-1068-15

CIVIL ACTION – MOUNT LAUREL

**ORDER APPROVING MOUNT LAUREL  
SETTLEMENT AGREEMENTS  
VIA DULY NOTICED FAIRNESS  
HEARING**

**THIS MATTER** having been opened to the Court by Carluccio, Leone, Dimon, Doyle & Sacks, LLC, Michael A. Jedziniak, Esq. appearing on behalf of declaratory plaintiff, Township of Woolwich (hereinafter “the Township”); Day Pitney, LLP, Craig M. Gianetti, Esq. with co-counsel Marc Kaplin, Esq. of Kaplin Stewart appearing on behalf of Intervenors, Woolwich Commons, LLC, Main Street at Woolwich, LLC, Woolwich Crossings, LLC, and Woolwich Residential, LLC (collectively the “Wolfson Group”); Bassam F. Gergi, Esq. appearing on behalf of Intervenor, through settlement, Fair Share Housing Center (“FSHC”); and Peter O’Connor, Esq. appearing on behalf of Fair Share Housing Development (“FSHD”); and the Court having appointed Frank J. Banisch, III, P.P., A.I.C.P. as Special Master; and the Court having also appointed Hon. Mark A. Troncone, J.S.C. as mediator; and the Township and FSHC having entered into a global May 3, 2021 First Amendment to the December 27, 2018 Settlement Agreement, and the Township, FSHC, FSHD, and the Wolfson Group having entered into a separate May 3, 2021 Agreement



spelling out terms specific to the Wolfson Group properties as well as the FSHD municipally sponsored, 100% affordable family development (together, the two May 3, 2021 agreements are hereinafter referred to as the “Mount Laurel Settlement Agreements”); and the parties seeking judicial approval of the Mount Laurel Settlement Agreements pursuant to a duly-noticed Mount Laurel Fairness Hearing; and the purpose of the Fairness Hearing is to determine whether said Settlement Agreements are fair, reasonable and adequately protect the interests of the region’s low- and moderate-income households; and counsel for the Township having executed and filed an Affidavit of Public Notice to demonstrate that sufficient notice of the Fairness Hearing had been provided to all interested parties and the public in genera; and the Court having found that the Township provided sufficient public and actual notice of the Fairness Hearing; and no written objections to the Settlement Agreements having been filed; and the Fairness Hearing having been held on July 27, 2021, and the Court having considered the testimony of Special Master Banisch ~~and Ashton Jones, P.P., A.I.C.P., the Township’s consulting planner~~, as well as the comments of counsel; and the Court having reviewed all of the documents submitted into evidence during the Fairness Hearing; and the Court being satisfied that the parties are entitled to the relief sought; and good cause having been shown.

**IT IS** on this 26 day of July 2021, **ORDERED AND ADJUDGED** as follows:

1. The Court finds that the Township provided adequate notice to the public and all interested parties of the Mount Laurel Settlement Agreements prior to the Fairness Hearing on July 27, 2021.
2. The Court finds that the Mount Laurel Settlement Agreements are fair and reasonable, and adequately protect the interests of low- and moderate-income persons within the

Township's housing region based upon the criteria set forth in East/West Venture v. Bor. of Fort Lee, 286 N.J. Super. 311 (App. Div. 1996), for approving a settlement of Mount Laurel Litigation.

3. The Court finds that the Township's proposed affordable housing strategy as set forth within the Mount Laurel Settlement Agreements is facially constitutionally compliant and provides a realistic opportunity for the Township to meet its affordable housing obligations pursuant to Mount Laurel IV, 221 N.J. 1 (2015), the "New Jersey Fair Housing Act," N.J.S.A. 52:27D-301 et. seq. ("FHA"), and other relevant regulations and policies, subject to the Township's compliance with the conditions set forth hereinafter.

4. On or before November 26, 2021, or after any extensions provided for good cause shown, the following actions shall be completed in fulfillment of the Township's responsibilities hereunder.

a. Adoption by resolution of a Round 3 Housing Element and Fair Share Plan ("Fair Share Plan") by the Township's Joint Land Use Board, consistent with the standards set forth in the MLUL, the FHA, Mount Laurel IV; as well as the terms of the Mount Laurel Settlement Agreements.

b. Endorsement by resolution of the Fair Share Plan by the Township Committee.

c. Provision of the deed restrictions and other crediting documentation for existing affordable units.

d. Adoption of the requisite relevant ordinance(s) and amendments to the Township's Kings Landing Redevelopment Plan in accordance with the time frames, terms and conditions provided for in the Mount Laurel Settlement Agreements and in accordance with all applicable standards set forth in the MLUL, the FHA, and Mount Laurel IV, and the Mount Laurel Settlement Agreements.

e. Entry into a developer's agreement with FSHD for its municipally sponsored, 100% affordable project and the adoption of zoning for the FSHD parcel to ensure a realistic opportunity.

f. Documentation demonstrating that Weatherby Phase III/Tavistock at Woolwich has been determined to satisfy the conditions in the December 9, 2020 NJHMFA Tax Credit Reservation Award for Tavistock at Woolwich project N.J.A.C. 5:80-33.9(b) and 5:80-33.12(a) for its 9% LIHTC allocation, a construction schedule, and income/bedroom distribution of the affordable units.

g. Adoption of the requisite amendments to the Township's Affordable Housing and Zoning Ordinance to implement the terms of the Mount Laurel Settlement Agreements.

h. Adoption by resolution of the Township Committee appointing a municipal housing liaison and administrative agent.

i. Adoption by resolution of the Township Committee of an affirmative marketing plan consistent with UHAC and the terms of the Mount Laurel Settlement Agreements.

j. Adoption by resolution of the Township Committee of the requisite "Spending Plan" as contemplated by N.J.S.A. 52:27D-329.2 and 329.3, consistent with the terms of the Mount Laurel Settlement Agreements, including dedicating the necessary monies required for the municipally sponsored 100% affordable FSHD project, and an intent to fund shortfall resolution.

k. Implementation of all the terms contained in the Mount Laurel Settlement Agreements in accordance with the time frames, terms and conditions provided for in the Mount Laurel Settlement Agreements.

5. By November 26, 2021, or after any extensions provided for good cause shown, the Township shall submit to the Court, the Special Master, the Wolfson Group, FSHC, and FSHD

the above-referenced documentation listed in Paragraph 4 of this Order and a certification by the Township confirming that each of the aforesaid measures have been duly completed.

6. The New Jersey Division of Developmental Disabilities is hereby Ordered to provide the information necessary to assist the Township in securing the proper documentation for its group home credits.

7. A Mount Laurel Compliance Hearing is scheduled on ~~January-February~~, 15, 2022, at 10:00 a.m./~~p.m.~~, for the purpose of determining whether the Township's adopted and endorsed Round 3 Housing Element and Fair Share Plan and the various other documents referenced above creates a realistic opportunity to satisfy the Township's fair share of the regional need for affordable housing.

8. The Township's temporary immunity from Mount Laurel Litigation is hereby extended through the Compliance Hearing date, pending the completion of the actions referenced above.

**IT IS FURTHER ORDERED** that a copy of this Order shall be served filed on eCourts by the Township within seven (7) days.

*Robert P. Becker Jr.*  
\_\_\_\_\_  
HONORABLE ROBERT P. BECKER, JR., P.J.Ch.

Unopposed

Opposed

**APPENDIX B - ZONING MAP FOR MOUNT LAUREL SETTLEMENT AGREEMENT  
PROPERTIES**





**APPENDIX C - OVERALL CONCEPT PLAN FOR MOUNT LAUREL SETTLEMENT  
AGREEMENT PROPERTIES**





**EXHIBIT B**  
**'OVERALL**  
**DEVELOPMENT**  
**CONCEPT PLAN'**  
**BOHLER //**



**APPENDIX D - WOOLWICH RESIDENTIAL CONCEPT PLAN**



WOOLWICH RESIDENTIAL DEVELOPMENT  
RESIDENTIAL ZONE

FAIR SHARE HOUSING  
DEVELOPMENT (FSD)  
DEDICATED LAND  
12 ACRES

BLOCK 18  
LOT 4 & 6

BLOCK 22  
LOTS 2, 2.01, & 4

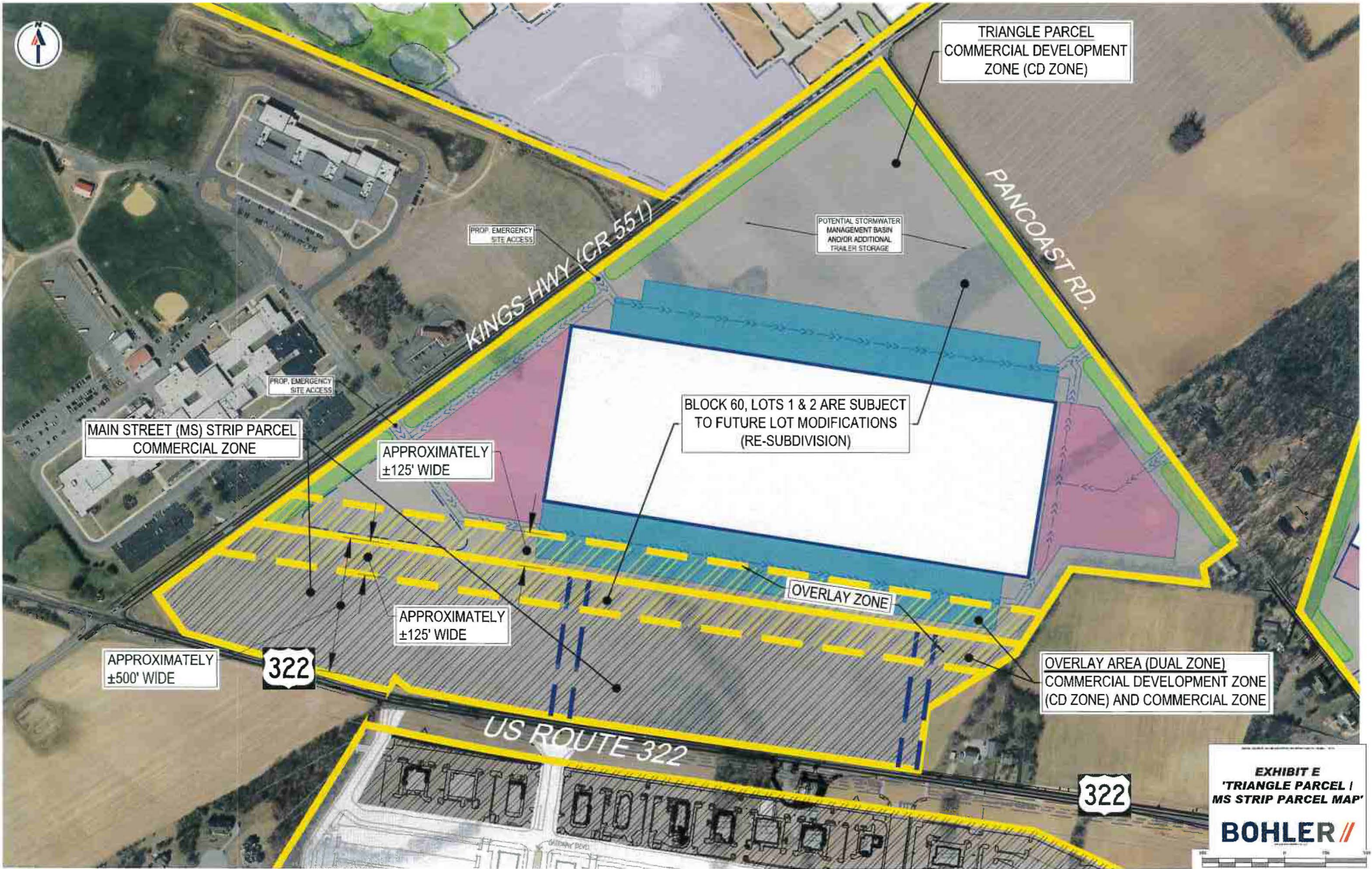
PUBLIC  
SPACE LOT  
12 ACRES

**EXHIBIT C**  
**'WOOLWICH**  
**RESIDENTIAL**  
**CONCEPT PLAN'**  
**BOHLER //**

GRAPHIC SCALE 1 INCH = 400 FEET

**APPENDIX E - TRIANGLE PARCEL / MS STRIP PARCEL MAP**





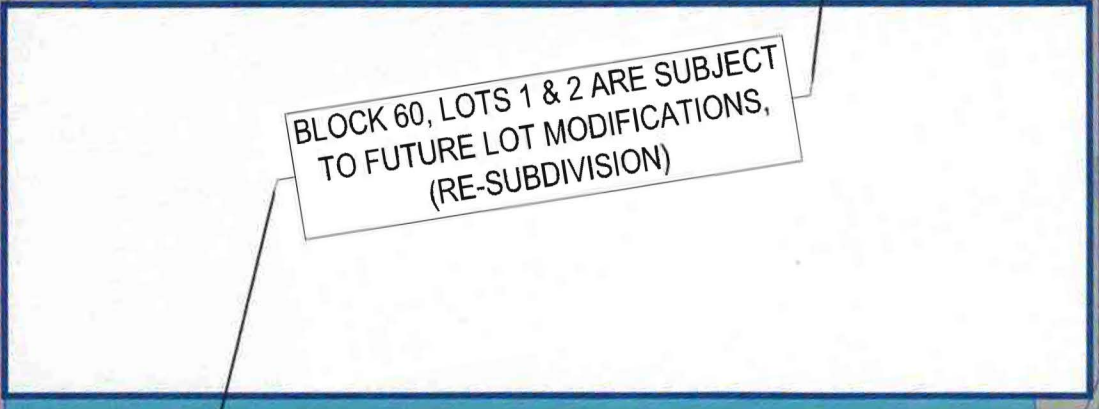
**EXHIBIT E**  
**'TRIANGLE PARCEL /**  
**MS STRIP PARCEL MAP'**  
**BOHLER //**





KINGS HWY (CR 551)

T RD.



BLOCK 60, LOTS 1 & 2 ARE SUBJECT TO FUTURE LOT MODIFICATIONS, (RE-SUBDIVISION)

APPROXIMATELY ±125' WIDE

OVERLAY ZONE

OVERLAY ZONE

APPROXIMATELY ±125' WIDE

APPROXIMATELY ±500' WIDE

OVERLAY AREA (DUAL ZONE) COMMERCIAL DEVELOPMENT ZONE (CD ZONE) AND COMMERCIAL ZONE

322

US ROUTE 322

MAIN STREET (MS) STRIP PARCEL COMMERCIAL ZONE

EXHIBIT L 'OVERLAY AREA BETWEEN TRIANGLE PARCEL & MS STRIP PARCEL' BOHLER

GRAPHIC SCALE 1 INCH = 100 FEET

**APPENDIX F - TRIANGLE DEVELOPMENT CONCEPT PLAN**





MAIN STREET (MS) STRIP PARCEL  
COMMERCIAL ZONE

BUILDING 'A'  
±755,000 SF

BUILDING 'A'  
±475,000 SF

TRIANGLE PARCEL  
COMMERCIAL DEVELOPMENT  
ZONE (CD ZONE)

OVERLAY ZONE

OVERLAY ZONE

OVERLAY AREA (DUAL ZONE)  
COMMERCIAL DEVELOPMENT  
ZONE (CD ZONE) AND COMMERCIAL ZONE

NEW JERSEY STATE HIGHWAY  
U.S. ROUTE 322

**EXHIBIT G**  
**'TRIANGLE**  
**DEVELOPMENT**  
**CONCEPT PLAN'**  
APPROXIMATE BUILDING AREA = 21,230,000 SF  
**BOHLER //**

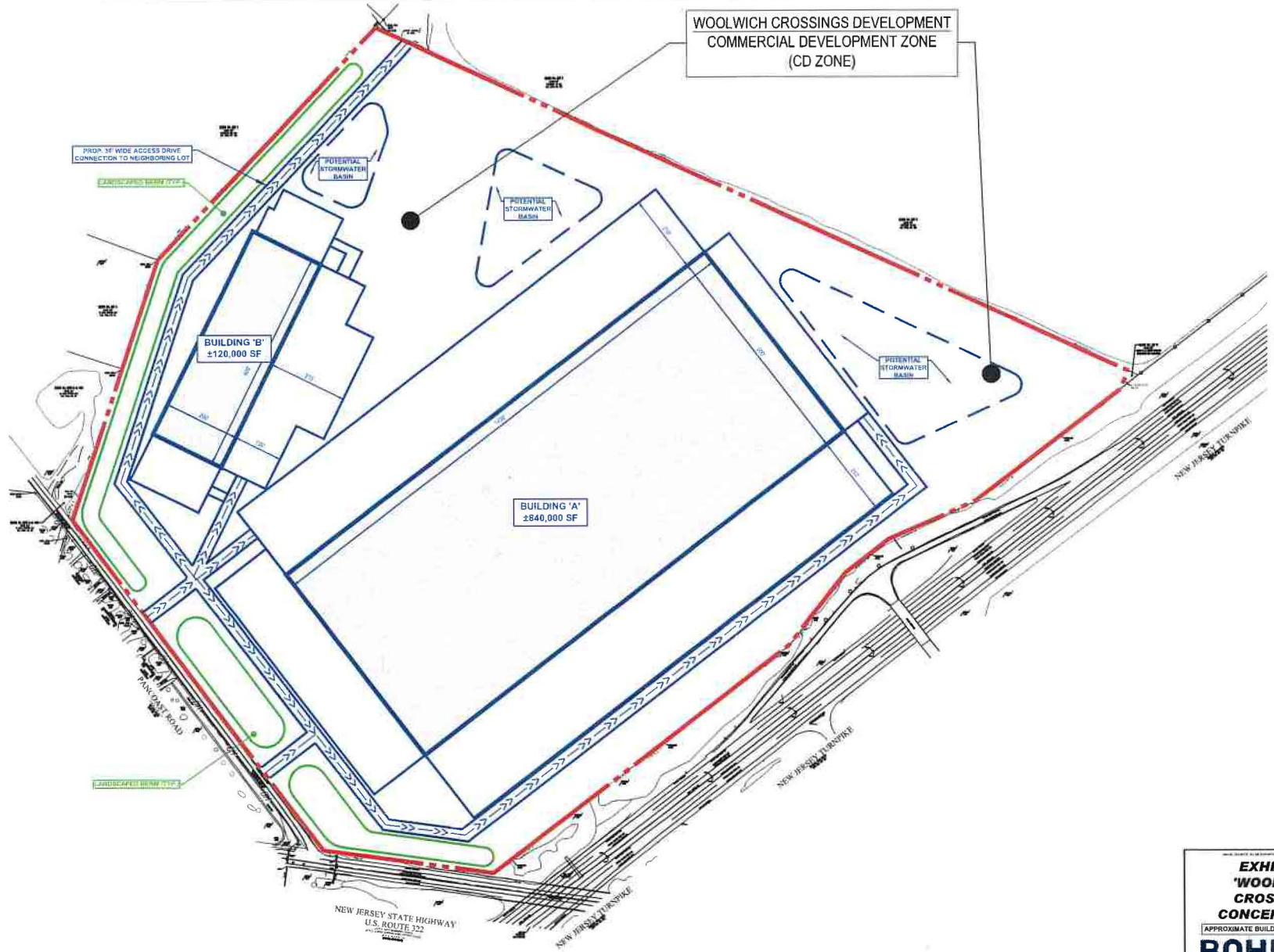
GRAPHIC SCALE 1 INCH = 300 FEET

**APPENDIX G - ALTERNATIVE TRIANGLE DEVELOPMENT CONCEPT PLAN**





**APPENDIX H - WOOLWICH CROSSINGS CONCEPT PLAN**



WOOLWICH CROSSINGS DEVELOPMENT  
COMMERCIAL DEVELOPMENT ZONE  
(CD ZONE)

BUILDING 'B'  
±120,000 SF

BUILDING 'A'  
±2840,000 SF

PROP. 36' WIDE ACCESS DRIVE  
CONNECTION TO NEIGHBORING LOT

NEW JERSEY STATE HIGHWAY  
U.S. ROUTE 322

NEW JERSEY TURNPIKE

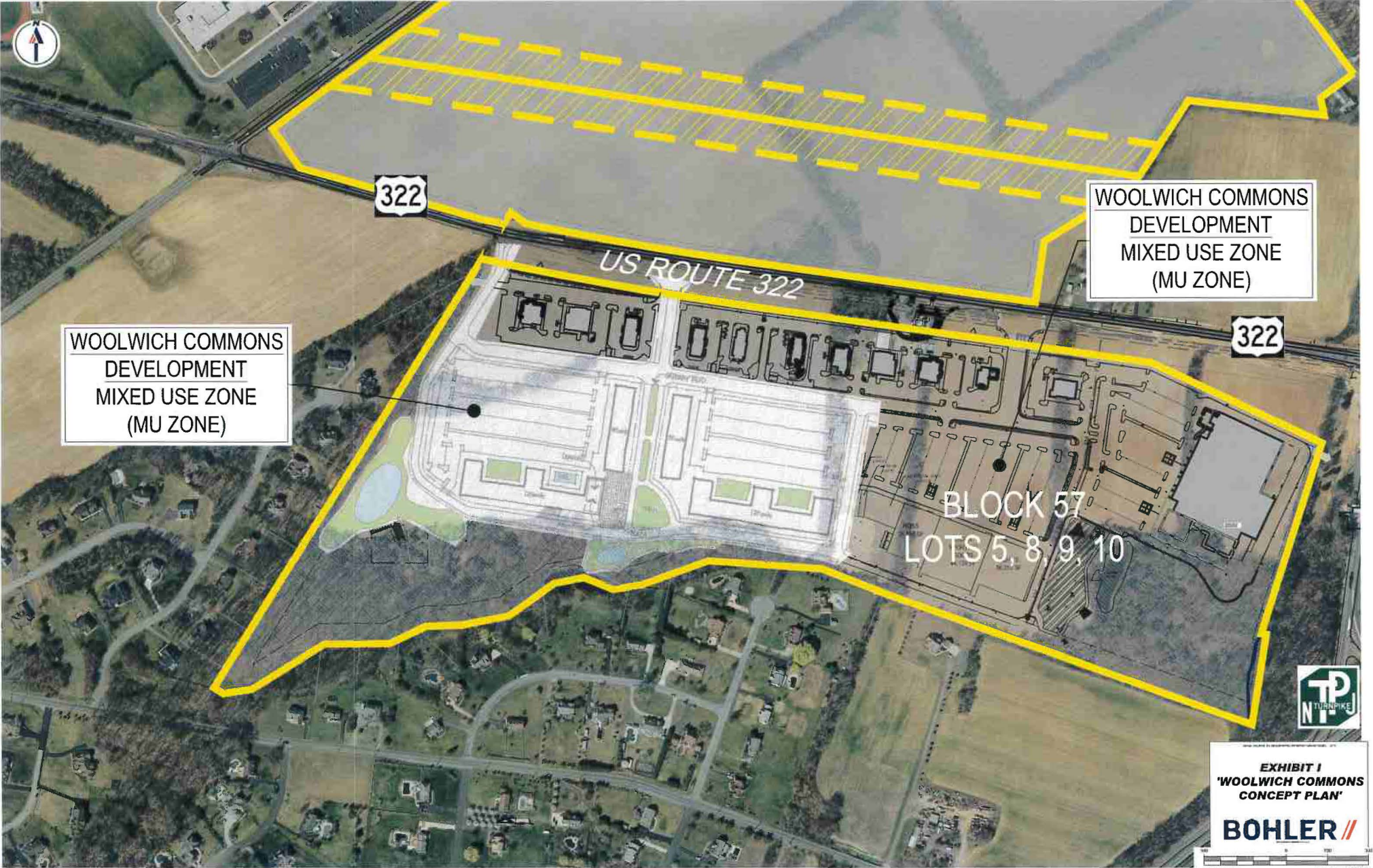
NEW JERSEY TURNPIKE

**EXHIBIT H**  
**'WOOLWICH**  
**CROSSINGS**  
**CONCEPT PLAN'**  
APPROXIMATE BUILDING AREA = 2,962,000 SF  
**BOHLER //**



**APPENDIX I - WOOLWICH COMMONS CONCEPT PLAN**





322

US ROUTE 322

322

WOOLWICH COMMONS  
DEVELOPMENT  
MIXED USE ZONE  
(MU ZONE)

WOOLWICH COMMONS  
DEVELOPMENT  
MIXED USE ZONE  
(MU ZONE)

BLOCK 57  
LOTS 5, 8, 9, 10



EXHIBIT I  
'WOOLWICH COMMONS  
CONCEPT PLAN'

**BOHLER //**



**APPENDIX J - CHAPTER 203-81 OFF STREET PARKING SCHEDULE**

EXHIBIT A
-----------

Township of Woolwich, NJ  
Thursday, April 22, 2021

## Chapter 203. Zoning

### Part 1. Zoning Regulations

#### Article IX. Parking and Loading

##### § 203-81. Off-street parking schedule.

- A. All uses permitted in this chapter or hereafter permitted in any of the zones herein established shall provide as a minimum the number of off-street parking spaces specified in the following schedule:
- (1) Residential:
    - (a) For single-family detached, single-family semidetached and two-family dwellings: two parking spaces per dwelling unit.
    - (b) For single-family attached and multifamily dwellings: 2 1/2 parking spaces per dwelling unit, except dwellings specifically intended for the elderly, in which case one parking space per dwelling unit.
  - (2) Hotels/motels:
    - (a) One parking space per sleeping or dwelling unit.
    - (b) If restaurant or convention services are included in the facility, then parking requirements for these services must be met according to this chapter in addition to those required for hotel/motel units.
  - (3) Professional offices, general offices, banks: one parking space for every 250 square feet of building area or major fraction thereof.
  - (4) Home professional office: minimum of three parking spaces per dwelling and one additional parking space per employee.
  - (5) Retail and personal service stores and other service establishments: one parking space for every 200 square feet of building area or major fraction thereof, plus one space for every two employees.
  - (6) Public garages, gasoline service stations, motor vehicle sales and service:

- (a) One parking space for every 300 square feet of building area or major fraction thereof.
  - (b) Plus one per two employees.
- (7) Restaurants, cafeterias, taverns, bars:
- (a) Indoor service only: one space for every four seats for customers; one per two employees.
  - (b) Drive-in: one space for every 25 square feet of building area, plus one per two employees.
- (8) Auditoriums, churches, theaters, stadiums, assembly halls, community centers, dance halls, roller skating rinks and other places of public assembly: one parking space for every four persons who may be legally admitted under the state fire prevention laws.
- (9) Hospitals, nursing homes, similar institutional uses for the care of the ill or aged:
- (a) One parking space for every four beds.
  - (b) Plus one space for every two employees in the largest working shift.
- (10) Industrial manufacturing: one parking space for every two employees in the largest working shift.
- (11) Schools:
- (a) Elementary and junior high school: one space for each vehicle owned or operated by the school, plus three spaces for each faculty member, plus one space for each five seats in the auditorium or gymnasium.
  - (b) Senior high school: one space for each vehicle owned or operated by the school, plus seven spaces for each faculty member, plus one space for each administrative office.
- (12) Recreational facilities, clubs and service organizations:
- (a) Parks and other outdoor recreation sites: four parking spaces for each gross acre of land up to 50 acres, and one parking space per gross acre of land above 50 acres, except where it can be demonstrated that the site is primarily intended for pedestrian access, in which case these requirements may be reduced accordingly.
  - (b) Recreation centers, clubs and service organizations, skating rinks: one parking space for every 400 square feet of gross floor area.
- (13) Supermarkets: 4.5 parking spaces for every 1,000 square feet of building area.  
[Added 4-6-2020 by Ord. No. 2020-07; amended 5-18-2020 by Ord. No. 2020-10]
- B. Design standards.
- (1) Off-street parking areas shall be designed to prevent maneuvering or storage of vehicles within any portion of an entrance driveway that is within the right-of-way line of any public street. Off-street parking areas shall be so designed to permit all vehicles to turn



around on the site, thus preventing the necessity of any vehicle backing onto a public street in the following cases:

- (a) Where five or more off-street parking spaces are provided on a lot fronting on a public street.
  - (b) Where off-street parking is provided on any lot fronting on an arterial or major collector street.
- (2) No required off-street parking space, including adjacent parking access lanes or maneuvering space, shall be located within the existing or proposed right-of-way of any public street, including the sidewalk area.
- (3) Parking location. Location of parking areas shall meet the following requirements:
- (a) Off-street parking spaces shall be provided as specified in this chapter and shall be provided with necessary driveways. All such spaces shall be deemed to be required space on the lot on which the same is situated unless otherwise stated and shall not thereafter be encroached upon or reduced in any manner.
  - (b) No parking shall be permitted in any designated fire lanes, streets, driveways, aisles, sidewalks or turning areas.
  - (c) Parking spaces for apartments/townhouses shall be within 100 feet of the building being served.
  - (d) No parking shall be permitted in any required buffer or screen areas.
  - (e) No parking shall be permitted, and appropriate screening or landscaping shall be required within the front yard according to the following schedule:

District	Screen Width (feet)
LIO	20

- (f) Parking areas in all nonresidential districts shall be set back a minimum of 10 feet unless cross easements are provided, and 25 feet where adjacent to a residential district.
  - (g) Parking pads in front of detached and attached dwellings shall be a minimum distance of five feet from any building line. Ingress and egress to parking areas shall be a minimum of 10 feet in width.
- (4) Lighting.  
[Amended 6-6-2005 by Ord. No. 2005-16]
- (a) Illumination for all parking facilities, other than those required for agricultural use and dwelling unit use, shall be provided during nighttime operating hours. Direct illumination shall be shielded from streets and adjoining properties, and adequate provision shall be made to shield residential uses from the glare of motor vehicles.
  - (b) The minimum level of lighting in any portion of the parking lot shall be not less than 0.25 footcandles. The average horizontal illumination level of lighting within the parking lot shall not be less than 0.5 footcandles nor greater than two footcandles. The

maximum level of lighting in any portion of the parking lot shall not be greater than three footcandles, except directly under the light fixtures where a maximum of 10 footcandles is permitted.

- (c) The minimum level of lighting along any portion of walkway not part of a parking lot shall not be less than 0.5 footcandles. The maximum level of lighting along any portion of the walkway not part of a parking lot shall be not greater than three footcandles.
  - (d) Searchlights, strobe lights and laser lights used for advertising or entertainment are not permitted.
  - (e) Light shields are to be used on all lights to control glare. At no time shall the light source be visible from adjacent properties. A maximum of 0.25 footcandles is permitted at any property line and/or right-of-way line.
  - (f) The lighting plan should take into consideration the hours of operation of the proposed use. The lights should be designed so that they can be reduced or turned off when they are not necessary. A timer maybe necessary to regulate the hours.
  - (g) All lighting shall be shielded to prevent glare for drivers or pedestrians from light trespass beyond the property line.
  - (h) Emergency lighting by police, fire and rescue and other authorities is exempt from this code.
  - (i) In addition, all lighting shall comply with the requirements of Article V, § 149-37, of Chapter 149, Site Plan Review.
- (5) Combined parking requirements. Collective provision of off-street parking facilities by two or more buildings or uses located on adjacent lots is permitted to allow for the sharing of parking for commercial and multiple-use centers according to the following schedule:
- (a) For buildings or groups of uses of less than 10,000 square feet, the total parking shall not be less than the sum of the requirements for the various individual uses computed separately.
  - (b) Where the total area of a nonresidential use is greater than 10,000 square feet, but less than 30,000 square feet, the total number of parking spaces provided shall equal one car for every 200 square feet of gross floor area. Additional parking shall be provided for residential uses built in conjunction with a multiple-use center of this size and shall equal at least 1.5 spaces for each dwelling unit.
  - (c) Where the total nonresidential use is greater than 30,000 square feet, the number of off-street parking spaces provided shall equal five for every 1,000 square feet of gross floor area. In commercial or multiple-use centers of this size, which, in addition to retail shops and services, contain residential and/or office spaces, additional parking shall be provided according to the following:
    - [1] Residential: one parking space for each dwelling unit.
    - [2] Office: one parking space for each 300 square feet of floor area which exceeds 20% of the total nonresidential use floor area.
- (6) Surfacing and curbing. All parking and loading facilities shall be surfaced with an asphaltic, bituminous cement or other bound pavement so as to provide a durable and dust-free surface and shall be so graded and drained as to dispose of all surface water

accumulation within the area. Surface water drainage from any parking, loading or other paved area shall comply with the requirements of Chapter 149, Site Plan Review, and Chapter 163, Subdivision of Land. Parking areas required for single-family detached or attached dwellings are excepted from the provisions of this chapter.

- (7) Landscaping of loading areas. All loading areas shall be landscaped and screened sufficiently to obscure the view of the loading platform or other loading facility from any public street, residential use or zone and the front yards of adjacent commercial or industrial use. Such screening may consist of fencing or walls in conformance with the requirements of this chapter in combination with landscaping.
- (8) Shopping carts. Any establishment which furnishes carts or mobile baskets as an adjunct to shopping shall provide definite areas within the required parking space areas for storage of said carts. Each designated storage area shall be curbed to delineate and separate the parking area from the collected shopping carts and shall be so designated as to not impede the vehicular or pedestrian circulation pattern. Collection points shall have a minimum capacity of 20 shopping carts and shall be so designated by no more than one sign per area with two faces, pole-mounted.
- (9) The following interior circulation, access and traffic control design standards shall be applicable:
  - (a) All driveways, except residential driveways on major and minor collector and local streets, to any public street or highway shall be located at least 200 feet from the center line of the intersection of any two street lines and shall be designed in manner conducive to safe ingress and egress as determined by the Planning Board or, where applicable, the Township Committee. Where practicable, exits shall be located on minor, rather than major, streets or highways. Residential driveways shall be not closer than 50 feet to the center line of the intersection of any two street lines.
  - (b) No design shall be approved which is likely to create traffic hazards endangering the public safety. Safety requirements which may be imposed in such a review shall include traffic control devices, acceleration or deceleration lanes, turning lanes, traffic and lane markings and signs.
  - (c) Interior driveways shall be at least 24 feet wide where used with ninety-degree angle parking and at least 18 feet wide where used with forty-five-degree parking. Where there is no parking, interior driveways shall be at least 15 feet wide for one-way traffic movement and at least 22 feet wide for two-way traffic movement.
- (10) In the Light Industrial/Office District the following standards shall apply:
  - (a) Off-street parking shall be provided to the rear of the front building setback line. Parking and paving within the front setback shall be limited to:
    - [1] Visitor designated parking.
    - [2] A dropoff area.
  - (b) Structured parking may be used to supply all or any portion of the required off-street parking. The structured parking may be attached, freestanding, underlying the building, or any combination thereof.

- (c) Parking areas shall be arranged so as to encourage through traffic to separate parking areas serving other buildings or developments.
- (11) Driveway openings shall be a minimum of 24 feet but no more than 34 feet.
- (12) Landscaping of parking areas. Each on-site parking facility shall be designed to minimize the removal of any tree in excess of five inches in caliper. Each facility shall have a minimum of 200 square feet of contiguous landscaped area for each 30 spaces or portion thereof consisting of shrubs with a mature height of not more than three feet and deciduous trees with branches not less than seven feet in height, but in no event shall there be less than the area contained in the required traffic islands. Such space shall be distributed throughout the parking bays in order to visually break the view of long rows of parked cars in a manner not impairing sight triangles. Parking areas in excess of 200 parking spaces shall have landscaped berms, a minimum of two feet in height, above the parking area grade between any public street and any accessway, driveway, drive aisle, loading area or parking bay.
- (13) Traffic islands. Traffic islands shall be provided to separate each parking bay of double-stacked parking rows from any internal collector drive. The minimum width of the traffic islands shall be eight feet. For parking areas in excess of 250 cars, one traffic island, a minimum width of 10 feet, separating the two rows of parking in one parking bay, shall be provided for each four rows in an alternating pattern. Each traffic island shall be landscaped in accordance with Subsection **B(9)** of this section.
- (14) Landscaping shall be provided as approved by the Planning Board or Zoning Board within the site and around its perimeter to provide shade, to designate entrances, to screen parking areas from the road, to buffer services and utility areas and to provide aesthetic interest throughout the year. Along Route 322, a berm with plantings may be required as determined by the Township Planner to screen parking areas from the road.
- (15) Parking space dimensions. The following dimensions for parking spaces shall apply:
- (a) Residential uses: nine feet wide by 18 feet deep.
  - (b) Commercial uses: 10 feet by 20 feet deep.
  - (c) Office, industrial and government uses: a minimum of 50% of all parking spaces shall be 10 feet wide by 20 feet deep, and the remainder may be nine feet wide by 18 feet deep.