

# GENERAL REEXAMINATION OF THE MASTER PLAN

## WASHINGTON TOWNSHIP

Gloucester County, New Jersey

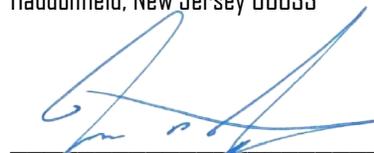
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## I. INTRODUCTION

Washington Township is a suburb of Philadelphia, Pennsylvania, located in the Philadelphia-Camden-Wilmington (PA-NJ-DE-MD) Metropolitan Statistical Area (MSA) with over 6 million people. According to the 2018 U.S. Census Estimate, the Township had a population of 47,809, which is a 2.5% decrease from 2010. The Township has easy access to the Atlantic City Expressway, Route 55 and other major state highways.

Pursuant to Section 40:55D-89 of the Municipal Land Use Law, at least once every ten years municipal master plans and development regulations are to be reexamined for the purpose of determining continued viability and the need for amendments. Consideration should be given to the emergence of land use issues and external influences such as statutory mandates which might impact the underlying basis of the master plan. The reexamination is intended to result in the articulation of planning policy issues which need to be addressed to ensure that the Township's preeminent planning policy document, which serves as the foundation for development regulation, has continued applicability. Parenthetically, failure to undertake the periodic reexamination constitutes under the law a rebuttable presumption that the development regulations are no longer reasonable.

In accord with the above citation, the reexamination is to address:

- a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L. 1992, c. 79 (C. 40A:12-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality. (L. 1975, c. 291, s. 76; amended 1980, c. 146, s. 6; 1985, c. 516, s. 18; 1987, c. 102, s. 29; 1992, c. 79, s. 50.)

The Washington Township Reexamination dated April 23, 2010, herein examined, was prepared by Remington & Vernick Engineers and was adopted by the Planning Board on May 18, 2010. The document consists of the following: 1) A review of the major problems, goals and objectives relating to land development contained in the 2004 Master Plan, 2) The extent to which such problems and objectives have been increased or reduced, 3) The extent to which assumptions, policies and objectives forming the basis for the master Plan have changed, and 4) Master Plan and development regulation recommendations.

The current master plan, adopted by the planning board on May 13, 2004, consists of the following elements: Goals and Objectives, Land Use Plan (amended in 2006), Housing Plan, Transportation and Circulation Plan, Economic Development Plan, Historic Preservation Plan, Community Facilities Plan, Open Space and Recreation Plan, Recycling Plan, Utilities Plan, and a Stormwater Management Plan.

Since its adoption, the Master Plan has been amended four times. The 2006 amendment to the Land Use Plan Element designated a new location for the Town Center Overlay District and recommended several amendments to the zone plan and zoning ordinance. In response to revised Third Round rules promulgated by the New Jersey Council on Affordable Housing, the Master Plan was further amended with the adoption of an updated Housing Element and Fair Share Plan (HEFSP) in December 2009. The Master Plan was amended a third time with the adoption of the 2010 Reexamination Report which reevaluated the existing Master Plan as to its viability and relevance. The Master Plan was amended a fourth time when the Planning Board adopted, on August 4, 2020, an amended HEFSP for the Third Round 1999-2025. The Plan, which was endorsed by the Township Council on August 12, 2020, addresses the Township's Mount Laurel obligations as stipulated in the court-approved Settlement Agreement between the Township and the Fair Share Housing Center (FSHC) which was executed on June 26, 2019 and subsequently approved under an Order dated November 12, 2019.

This report is the second reexamination of the 2004 Master Plan, and it addresses in the same sequence the elements outlined within subsections "a" through "e" of the above-mentioned Municipal Land Use Law citation.

## **II. REEXAMINATION REPORT FINDINGS**

### ***a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.***

The statutory charge for this aspect of the reexamination is to identify problems and objectives identified in the most recent reexamination of the Master Plan. As this is the second reexamination of the Master Plan, the charge then becomes one of establishing, from the 2010 Reexamination, specific problems to the extent discussed or, in the alternative, to the extent which can be deduced from the language of the goals and objectives. Specific problems as identified in the 2010 Reexamination are summarized and outlined as follows

1. **Major problems existing at the time of the 2010 Reexamination**

- (a) **Sprawl Development** - Population growth has resulted in uncoordinated sprawl development. Although the PUD Planned Unit Development district was codified in 2009 to address this problem, sprawl development was still an issue in the Township in 2010.
- (b) **Lack of Mixed Use** - Although the Washington Square and Delsea Drive Redevelopment Plans were adopted in 2007 and 2008, respectively, and both encouraged mixed use development within their areas, no such development had occurred in the areas governed by these plans by 2010. Except for the OMU – Office Mixed Use Zoning District, which had been codified in 2005, zoning regulations in the rest of the Township still perpetuated segregated land uses.
- (c) **Auto Dependency** - Although it was hoped that the adoption in 2005 of an ordinance mandating the installation of sidewalks along all frontages of proposed developments would reduce vehicle trips in the Township, by 2010 it was premature to draw any such conclusions. Existing development patterns at the time continued to promote automobile dependency.
- (d) **Design Standards** – Although both Washington Square and Delsea Drive redevelopment plans envision architecturally coordinated and harmonious development and set forth design elements to supplement existing ordinance standards, a lack of activity in the areas governed by these plans in 2010 meant that no such development had occurred. At that time, existing neighborhoods were characterized by inadequate design standards which resulted in façades lacking creativity.
- (e) **Conflicting Uses** – Concern over the unintended negative over-the-property line impacts on residential development where abutting or opposite commercial development was still an issue in 2010.
- (f) **Traffic Circulation** – Although the Washington Square and Delsea Drive Redevelopment Plans gave the Township greater control over permitted uses and the means to mitigate the impacts of increased demand, a lack of development in these redevelopment areas prevented the Township from exercising such control. Commercial development along the major corridors, necessary for the economic wellbeing of the Township, continued to stress roadway systems.
- (g) **Historic Preservation** – The formation of the Historic Preservation Advisory Commission in 2007 promised to address the absence of an organization that could advise the governing body on matters relating to the preservation of the Township’s heritage and the lack of long-range plans for the development of Olde Stone House Village. Although the Commission began to perform this advisory function by 2010, there was still no long-range plan for Olde Stone House Village.

## **2. Goals and objectives as identified in the 2010 Reexamination**

The 2010 Reexamination carried forward the specific goals and objectives as stated in the 2004 Master Plan and concluded that they remained viable. Moreover, the 2010 Reexamination stated that the Township should continue to implement these goals and objectives through innovative and practical techniques. The following goals and objectives describe various facets and policies for articulating the community's vision and are presented below as they were in the 2010 Reexamination.

### **Goals and objectives relating to Land Use**

- (i) Implementation of a township-wide Greenways (pedestrian and bicycle) Corridor Plan that ties the community together in a safe and efficient manner.
- (ii) Creation of a Town Center:
  - Revise the development regulations to encourage village clusters throughout the community; such village areas should include areas for housing, commercial, and public facilities; and
  - Promote walking and pedestrian circulation through design standards that provide regulations for infill development, sidewalk installation, rear-parking for commercial uses, and traffic calming techniques.
- (iii) Encouragement, through the implementation of design/development standards, of a variety of architectural styles to be utilized for residential development.
- (iv) Enhancement of the efficiency of the Township's primary commercial corridors, Route 42/Black Horse Pike and Route 47/Delsea Drive, both from an aesthetic and functional perspective - possibly via the implementation of a Redevelopment Plan for these locales.
- (v) Creation of a business park concept within portions of the area currently zoned Planned Industrial (PI), between Route 55 and Route 47.
- (vi) Promotion of a concentration of employment and activity centers at nodes and along transit corridors to maximize the efficiency of the existing and future transportation system.
- (vii) Development of a Gateway Overlay District concept for the area roughly bounded by Hurffville-Cross Keys Road, Fries Mill

Road, northeast of Watson Drive, beyond the Cross Keys By-Pass, and up to the lands fronting the Black Horse Pike (Route 42), along Berlin- Cross Keys Road.

- (viii) Revise and/or prepare new land use ordinances that preserve the character of the Township, specifically this may include a revised ordinance to provide more appropriate landscape buffers for existing residents adjacent commercial/industrial development. Additionally, given the close proximity of the Commercial-Industrial (CI) Zone to many residential zoning districts, some of the heavier industries currently permitted within this zoning classification should be eliminated.

**(b) Goals and objectives relating to Housing**

- (i) Encourage all future housing development proposals to utilize mix-use developments of neo-traditional design that fully incorporate pedestrian/bicycle links within the development and that connect to the Township-wide system.
- (ii) Determine neighborhoods that are in need of a local identity:
  - Investigate the use of signage and themed design controls to create local identities for subdivisions and villages which lack a community character.

**(c) Goals and objectives relating to Transportation and Circulation**

- (i) Promote shared access and limited curb cuts along major commercial thoroughfares.
- (ii) Promote alternative modes of transportation including walking, cycling, and transit:
  - Implement the proposed Greenways Corridor Plan and expand upon the Township Sidewalk Implementation Plan to fully connect all residents within the Township;
  - Develop shared parking throughout the Township to discourage the over-development (over-sizing) of parking lots;
  - Provide multi-modal links between residential neighborhoods and places of employment;
  - Improve pedestrian and bicycle access that will connect neighborhoods, with parks and recreation facilities,

places of employment, schools, and other neighborhoods;

- Require bicycle racks as part of all new development proposals. Additionally, encourage the provision of such racks in recreation and commercial areas and the designation of bicycle routes along Township and County Roads (painted lanes); and
  - Require all development (residential and commercial/industrial) to provide sidewalks and bicycle routes.
- (iii) Discourage road-widening projects that will create increased speeds along local roads; emphasize as an alternative existing signalization and synchronization of the traffic lights.
- (iv) Create a positive identity for the Township by creating inviting gateways at major entry points into the Township.
- (v) Complete a Transportation Improvement Plan (TIP) examining not only problematic intersections, but also the overall traffic system within the Township.

**(d) Goals and objectives relating to Economic Development**

- (i) Capitalize upon the growing medical needs of the region and the strengths of Kennedy Hospital. The location of the hospital is well suited to the development of a Town Center overlay district and the creation of a medical community of mixed uses.
- (ii) Redevelopment Area designations should be examined for Delsea Drive (State Route 47) and the Black Horse Pike (State Route 42).
- (iii) Evaluate various commercial centers/strips for the establishment of Special Improvement Districts (SID) or Business Improvement Districts (BID).

**(e) Goals and objectives relating to Historic Preservation**

Examine the possibility of a Local Historic Designation Area, or at minimum, the designation of individual sites.

**(f) Goals and objectives relating to Community Facilities**

- (i) Based upon current Township population, there is a need to expand the current municipal complex or construct a new

complex to satisfy the expansion of several municipal divisions. A similar need is causing the expansion or construction of a new library.

- (ii) Consider the possible expansion of the Senior Center and continue to provide shuttle service to elderly citizens throughout the Township.

(g) **Goals and objectives relating to Open Space and Recreation**

- (i) Utilize the newly implemented Open Space tax for funding the purchase of properties based upon evaluation criteria.
- (ii) Augment the Township Funds with the State of New Jersey Green Acres funding sources.
- (iii) Increase the amount of open space lands required of future developments to 15% (of gross).

(h) **Goals and objectives relating to Recycling**

The Washington Township Development Ordinance should be amended to provide a recycling drop off area for the source separation and storage of recyclable materials prior to pickup for multi-family residential housing of 25 or more units and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.

(i) **Goals and objectives relating to Utilities**

- i. Provide adequate sewer and water services to meet the demands of proposed economic development and a growing population, while simultaneously limiting such resources to area zoned Rural (R) and/or used for agricultural or open space purposes.
- ii. Create a township-wide Stormwater Management Facilities map.
- iii. Create a Township-wide GIS plan that incorporates all utilities within.

**b. *The extent to which such problems and objectives have been reduced or have increased subsequent to such date.***

**1. Major problems existing at the time of the 2010 Reexamination**

- (a) **Sprawl Development** - Although this was a significant issue in 2010 when the last reexam was completed, the issue has since been partially addressed by the more efficient and compact development within the Planned Residential (PR) and Planned Unit Development (PUD) zoning districts which has reduced the pace of sprawl development in the Township. In addition, the Township's two Redevelopment Areas -- Delsea Drive and Washington Square -- envision higher density residential and office/commercial developments. The construction and occupancy of townhomes, multi-family units and retail/office space in the latter are already contributing to the desired density of a Town Center. By creating higher density, and incorporating mixed use as discussed below, the Township is slowing the pace of sprawl development.
- (b) **Lack of Mixed Use** – Like sprawl development, the lack of mixed use was a significant issue in 2010 but has since been partially addressed. The Washington Square Redevelopment Plan envisions a Town Center comprised of facilities containing commercial, residential, community and municipal uses. Much of the Town Center project, including residential development, retail and office space, is built out. The Delsea Drive Redevelopment Plan also encourages mixed use plans as a Design Goal. These two Redevelopment Areas will offer a higher density residential component to accompany the commercial and retail space constructed in these Areas. In addition, the creation of the TMU – Transitional Mixed Use district in 2017 and the opportunities for mixed use development offered by the two pre-existing mixed use districts (MUD and OMU districts) render the lack of mixed use less of a concern in the Township in 2020.
- (c) **Auto Dependency** - The dependency of the Township's residents, workers and shoppers on the automobile, which was identified as an issue in the 2010 Reexam, has since been addressed in a couple of ways. The higher densities and concentration of mixed uses offered by the two Redevelopment Areas will reduce auto dependency within these areas. This trend is already evident from the completed phases of the Washington Square Town Center. In addition, it appears that the requirement for sidewalks along all property frontages of new developments may reduce auto trips to and from these developments and reflects the continued pedestrian-oriented shift in the Township's land use policy.
- (d) **Design Standards** – Although architectural standards, as presented in Section 220-19 of the Township's Subdivision of Land ordinance, are consistently, and will continue to be, reinforced by the Township's

Zoning Board of Adjustment and Planning Board, the lack of design standards was identified as an issue in the 2010 Reexam. By envisioning architecturally coordinated and harmonious development and setting forth design elements to supplement existing ordinance standards, the Washington Square and Delsea Drive redevelopment plans address this issue. In so doing, development in these redevelopment areas, when fully built out, will raise the standards of architectural design in the Township and will serve as examples for other future development in the municipality.

- (e) **Conflicting Uses** – The unintended negative of over-the-property line impacts where commercial development is proposed adjacent to residential development was identified as an issue in the 2010 Reexam. However, both the Washington Square and Delsea Drive redevelopment plans address this issue by encouraging consistent, compatible and harmonious development within their respective areas. As to the rest of the Township, this issue was addressed in 2012 when the Zoning Ordinance was amended to require more robust landscaping and buffering where proposed multi-family residential development or non-residential development is contiguous to residentially used or zoned property.
  
- (f) **Traffic Circulation** – According to the 2010 Reexam, congested roads plagued the Township, suggesting the need to employ traffic demand management and roadway access. The Delsea Drive Redevelopment Plan, which utilizes Node and Corridor areas along Delsea Drive, and the Washington Square Redevelopment Plan, which is bounded by four major thoroughfares in the Township (Black Horse Pike - Route 42, Tuckahoe Road, Hurffville-Cross Keys Road, and Fries Mill Road), address this issue by enabling the Township to have greater control over permitted uses and the means to mitigate the impacts of increased traffic demand on these roadways. Congestion on high volume roads is also being addressed via the three DVRPC FY 2020 TIP projects in the Township (see the section on DVRPC below).
  
- (g) **Historic Preservation** - The Township's Historic Preservation Commission promotes awareness of local culture and history and educates the public about artifacts and traditions indigenous to Washington Township. In 2010, the significant issues before the Commission were establishing long-range plans for the development of Olde Stone House Village, preserving the Morgan House and organizing programs of an entertaining and educational nature.<sup>1</sup>

With the completion of a Historic Site Management Plan for Olde Stone House Village by the New Jersey Historic Trust in April 2020,

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<sup>1</sup> "Washington Township, Gloucester County". Township of Washington. 4-12-10 <<http://twp.washington.nj.us/content/698/2452/default.aspx>>.

the designation of the George Jr. and Sarah Morgan House on the National Register of Historic Places in 2019 and the scheduling of events and programs at these and other locations, the significant issues before the Commission in 2010 have been adequately addressed. This Reexamination Report recommends that the Commission continue to catalogue sites and structures of local significance and evaluate whether any more of these sites or structures should be nominated for inclusion in the State's Register of Historic Places.

## **2. Goals and objectives as identified in the 2010 Reexamination**

Most of the aforementioned Goals and Objectives of the 2004 Master Plan which were carried forward to the 2010 Reexamination remain viable in Washington Township. The exceptions are the following:

- (a) **Land Use Goal iv.** This goal, which calls for the implementation of Redevelopment Plans for the Township's primary commercial corridors, has been largely realized with the adoption of the Washington Square and Delsea Drive Redevelopment Plans as these plans incorporate significant segments of these corridors.
- (b) **Land Use Goal v.** This goal, which calls for the creation of a business park in the Planned Industrial (PI) zone between Route 55 and Route 47, is no longer applicable in light of the inclusion of this area within the Delsea Drive Redevelopment Area.
- (c) **Land Use Goal vii.** This goal, which calls for the development of a Gateway Overlay district, was furthered with the adoption of Article XXVIIB of the Zoning Ordinance in 2004 which established the district. However, with the subsequent adoption of the Washington Square Redevelopment Plan which incorporated a significant portion of the district, this goal is less applicable due to current conditions in community and development standards in the area.
- (d) **Land Use Goal viii.** This goal, which calls for landscaped buffers for existing residents adjacent to commercial/industrial development, is no longer applicable in light of the adoption of such buffer requirements per Ordinance 14-2012. Nonetheless, the adoption of additional buffer standards may be necessary in the future.
- (e) **Economic Development Goal ii.** This goal, which calls for Redevelopment Area designations for Delsea Drive (State Route 47) and the Black Horse Pike (State Route 42), has been partially realized with the designation of portions of the Delsea Drive and Black Horse Pike corridors as Redevelopment Areas. It is still possible that additional portions of these highways will be designated as a Redevelopment Area in the future.

- (f) **Community Facilities Goal i.** This goal which, among other things, calls for the expansion or construction of a new library, has been partially met with the construction of a new library.

**c. *The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.***

**1. Approval of Redevelopment Areas**

Since 2010, the Delsea Drive and Washington Square Redevelopment Plans were amended to ensure that these documents remain up to date with changing conditions in the Township. These changes included additional permitted uses and bulk standards.

**2. Township Environmental Initiatives**

The Township further solidified its environmental commitment with adoption of the Environmental Resource Inventory (ERI) Update in August 2017. This document is a compilation of the natural resources and environmentally significant features of an area, and provides baseline documentation for measuring and evaluating resource protection issues. The ERI is an important tool and foundational resource in actions related to development and redevelopment in the Township, and in protecting environmental resources and public health, safety and welfare.

**3. Affordable Housing**

On August 4, 2020, the Planning Board adopted an amended Housing Element and Fair Share Plan (HEFSP) which was endorsed by the Governing Body on August 12, 2020 (Resolution R148-2020). These actions align the Township's affordable housing efforts with the numeric obligations as indicated in the settlement agreement. The process by which the HEFSP was adopted reflected the New Jersey Supreme Court decision on March 10, 2015, In the Matter of the Adoption of N.J.A.C. 5:96 and 5:97 by the New Jersey Council on Affordable Housing, 221, N.J. 1 (2015) ("Mount Laurel IV"). In this decision, the Supreme Court held that since the Council on Affordable Housing ("COAH") was no longer functioning, trial courts were to resume their role as the forum of first instance for evaluating municipal compliance with Mount Laurel obligations. The decision also established a transitional process for municipalities to seek a Judgment of Compliance and Repose ("JOR") in lieu of Substantive Certification from COAH.

#### 4. Census Analysis

The 2014-2018 American Community Survey (ACS) estimate reveals that, although Washington Township has experienced only a slight growth in population of 1.5% since the 2000 Census (See Figure 1 below), it has seen a more robust 11.4% growth in housing units. While owner-occupancy rates have declined since 2000, renter occupancy has increased concomitantly. In addition, vacancy rates, albeit low, more than doubled from 2.6% in 2000 to 5.3% in 2018. Renter-occupied housing units experienced an 8.8% change from 2010 to 2018, displaying the increased amount of multi-family rental housing options available in the Township.

**Figure 1: Census Statistics for Washington Township**

	2000	2010	2018 Estimate	2010-2018 % Change
<b>Persons</b>	47,114	49,014	47,809	-2.5%
<b>Households</b>	15,609	16,984	16,912	-0.4%
<b>Median Housing Value (Owner Occupied)</b>	N/A	\$267,000	\$243,400*	-8.8%
<b>Housing Units</b>	16,020	17,540	17,851	1.8%
<b>Owner-Occupied</b>	13,614 (87.2%)	14,365 (81.9%)	14,063 (78.8%)	-2.1%
<b>Renter-Occupied</b>	1,995 (12.8%)	2,619 (14.9%)	2,849 (16.0%)	8.8%
<b>Vacant</b>	411 (2.6%)	556 (3.2%)	939 (5.3%)	68.9%
<b>Persons per Owner-Occupied unit</b>	3.00	2.87	2.81	-2.1%

Source: 2000 Census, 2010 Census, 2014-2018 American Community Survey

\* Adjusted for inflation. Indicated in 2018 dollars.

As indicated in Figure 2 below, single family residential development comprises the largest land use classification in the Township with nearly one-third of Washington's acreage. Woodland is a distant second with 22%, followed by Transportation with 16%. No other classifications occupy more than 10% of the Township. With just over 6% of land classified as commercial, it is no wonder that Washington desires additional commercial tax ratables.

**Figure 2: 2015 Land Use by Acres**

Land Use	Acres	%
Single Family	4,537	32.9%
Multi Family	273	2.0%
Industrial	7	---
Transportation	2,200	16.0%
Utility	26	0.2%
Commercial	836	6.1%
Community Services	224	1.6%
Military	0.0	---
Recreation	620	4.5%
Agriculture	985	7.1%
Mining	40	0.3%
Wooded	3,029	22.0%
Vacant	847	6.1%
Water	153	1.1%
<b>Total</b>	<b>13,779</b>	<b>100.0%</b>

Source: DVRPC Data and Forecasts

The number of housing units authorized by building permits is one of many economic indicators used nationally. In fact, the housing market is a sector that is considered a leading indicator of changing economic conditions. Figure 3 below contains building permit data gathered from the New Jersey Department of Community Affairs (NJDCA) for the years 2010 through 2018. As indicated, most of the building permits for housing units during this period were issued during the last two years. From 2010 to 2016, there were few such permits issued.

**Figure 3: Building Permits Issued**

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	Avg.
<b>Building Permits Issued</b>	1	0	4	2	0	0	0	308	47	40.2

Source: NJDCA Construction Reporter, Building Permits, Yearly Summary Data, and Housing Units Authorized by Building Permits for New Construction

**5. Delaware Valley Regional Planning Commission (DVRPC)**

Federal law requires that Metropolitan Planning Organizations like DVRPC update their long range plans every four years. Connections 2045 and related documents were published in December 2017, while Connections 2050 is currently being developed.

The Transportation Improvement Program (TIP) is an agreed-upon list of specific priority projects required for the region to receive and spend federal transportation funds. It lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. In addition to

the more traditional highway and public transit projects, TIPs can also include bicycle, pedestrian, and freight-related projects. The FY 2020 TIP, which remains in effect until September 2022, identifies three projects in Washington Township:

- **Route 47 reconstruction** Initiated from the Pavement Management System, this project will resurface, rehabilitate and reconstruct Route 47, including the entire segment of the highway which is in Washington Township. The project will update the ADA requirements and correct a culvert which causes a flooding condition.
- **Route 42 reconstruction** Another initiative of the Pavement Management System, this project will resurface, rehabilitate and reconstruct the segment of Route 42 from Kennedy Avenue to the Atlantic City Expressway interchange in the Township.
- **Fries Mill Road (CR655) resurfacing** This pavement preservation project will mill and resurface existing riding surfaces, replace new signing and striping, and maintain/improve existing bike lanes.

## 6. Changes in State Conditions

Much has changed in New Jersey over the past ten years. While far from an exhaustive list, below are some of the more significant updates and amendments that impact planning and land use at all levels of government.

- On May 5, 2011, New Jersey enacted a law prohibiting the application of the judicially created Time of Decision rule to “applications for development”. Specifically, the Time of Application Law provides “those development regulations which are in effect on the date of submission of an application for development shall govern the review of that application for development and any decision made with regard to that application for development”.
- On August 7, 2013, New Jersey enacted a law implementing numerous changes to the Municipal Land Use Law with the stated purpose of “enabling municipalities the flexibility to offer alternatives to traditional development through the use of equitable and effective planning tools, including clustering, transferring development rights and lot size averaging in order to concentrate development in areas where growth can best be accommodated and maximized while preserving agricultural lands, open space and historic sites”.
- On March 2, 2020, New Jersey amended its Green Infrastructure Stormwater Rules to require construction permit applicants to use green infrastructure, rather than more traditional engineered structures, to reduce stormwater runoff and achieve water quality goals. The amended rules have a delayed implementation date and

will become effective March 2, 2021 to allow sufficient time for municipalities to conform stormwater ordinances and to accommodate a phase-in period for pending projects.

**d. *The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.***

**1. Master Plan Recommendations**

In light of the multiple amendments to the Master Plan since its adoption in 2004 and the fact that the goals and objectives from the Plan are still largely relevant and applicable, this Reexamination Report does not recommend any amendments or changes to the Master Plan.

**2. Development Regulation Recommendations**

Current development regulations in general allow for ease of administration and continue to meet the needs of the Township. However, various changes as discussed below should be considered.

- (a) **Inconsistent Regulation.** The Land Use regulations should be examined for any inconsistency with the New Jersey Residential Site Improvement Standards N.J.A.C. 5:21-1 et seq. and for instances where existing regulations are inconsistent one with another.
- (b) **Zoning Committee.** Consideration should be given to the formation of a committee to review zoning for possible amendments to zoning classification as may be deemed necessary.
- (c) **Sign Ordinance.** Consideration should be given to examining the Sign Ordinance for continued viability. It has been amended several times over the previous years to ensure it is up to date with current standards and trends.
- (d) **Electric Vehicle Charging.** Consideration should be given to updating ordinances related to electric car charging and exploring provisions in conjunction with gas stations.
- (d) **Green Stormwater Infrastructure.** In light of the State's new rule that applicants applying for subdivision and site plan approval use green infrastructure, rather than more traditional engineered structures, Chapter 214 Stormwater Management as well as sections of other land development ordinances that address stormwater management should be updated accordingly by no later than the March 2, 2021 effective date of the rule.

- (e) **Promote 5G and other smart technologies** “Smart” technologies are those which enable mobile, web, databases, wireless access and sensors to meet the needs of its users. Recognizing the significance and benefits of these new technologies, appropriate standards should be established. For example, standards should be developed to accommodate the location of 5G facilities while protecting surrounding residential areas from their visual impact.
- (f) **Distilleries, breweries and brew pubs.** In light of the State’s recent issuance of new regulations regarding the production of alcohol and its associated sale and consumption, consideration should be given to developing standards regarding the location and development of distilleries, breweries and brew pubs in the Township.
- (g) **Definitions.** Consideration should be given to adding and modifying other definitions within the Township’s ordinances for clarity to ensure a clear understanding for the public and code enforcement personnel.
- (h) **Rezoning.** This report recommends that consideration be given to the following changes to the zoning ordinance and map:
  - 1) Although most parcels containing educational facilities are included in the Institutional (INS) zoning district, two remain in other districts. Consequently, it is recommended that Bunker Hill and Chestnut Ridge Middle Schools be included in the INS zone.
  - 2) It is recommended that the properties along both sides of Ganttown Rd. from St. John’s Church to Willow Street be rezoned from a combination of Planned Residential (PR-1), Office Residential (O-1) and Medium High Density Residential (MH) to either all Neighborhood Commercial (NC) or a combination of NC with Office Residential (O-1). The recommended reclassification would allow for the development of a small-scale commercial strip along this portion of Ganttown Rd. where there is currently a mix of commercial and low-density residential development.
  - 3) It is recommended that Block 17, Lots 4.03, 4.04, 4.05 and 4.06 be rezoned from Planned Industrial (PI) to either Planned Residential (PR-1) or Residence (B). This zoning change would address the incongruity of an industrially zoned tract surrounded on all sides by low-density residential zones. Rezoning the parcel to PR-1 would in effect extend the PR-1 zone so that it would abut the (B) zone to the west. Alternatively, rezoning the parcel to B would in effect extend the B zone eastward so that it would abut the PR-1 zone. Either way, the rezoning would result in the removal of the PI zoning classification from this location where it is inappropriate.

- 4) It is recommended that the Neighborhood Commercial (NC) zone encompassing the area between Mayfair Ave. and Tuckahoe Rd. and between Woodlawn Ave. and Strand Ave. (Blocks 99, 100 and 103) be rezoned to Residence (C). This change would bring the zoning of the area more in line with existing uses, thereby reducing the need for property owners in these blocks to seek relief from zoning regulations.

- e. ***The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” P.L. 1992, c. 79 (C. 40A:12-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality. (L. 1975, c. 291, s. 76; amended 1980, c. 146, s. 6; 1985, c. 516, s. 18; 1987, c. 102, s. 29; 1992, c. 79, s. 50.)***

The Township has employed redevelopment planning pursuant to the Local Redevelopment and Housing Law N.J.S.A. 40A:12A-1 et seq. as a mechanism to stimulate growth and has designated various area to be in need of redevelopment. These areas are as set forth below.

**Washington Square Redevelopment Area.** This area is bounded by Fries Mill Road, Hurffville-Cross Keys Road, and the Black Horse Pike and encompasses lands within Blocks 114, 115, 115.01 through 115.04 inclusive, 141, 151, and 158. The plan for revitalization, which was adopted in December 2008, identifies three areas for revitalization, each having its own emphasis, as suggested by each area’s specific permitted uses and bulk standards. The plan envisions for Area 1, the development of highway commercial and neighborhood commercial uses; for Area 2, compact, mixed use development and as well the development of a Town Center having such uses as offices, restaurants, retail, hotels, cultural and entertainment uses, and age-restricted housing; and for Area 3, a theme of small-scale, “village style” retail development. The plan refines the township’s development regulations; as such, no amendment to the development regulations is necessary to implement the plan.

**Delsea Drive Corridor Redevelopment Area.** This redevelopment area is comprised of lands found over Blocks 7, 7.04, 8, 8.01, 15 through 17 inclusive, 17.15, 19.15, 28 through 50 inclusive, 51.01, 51.09, 51.10, 52, 55, 56, and 58, being land found generally along the Delsea Drive (New Jersey State Highway Rt. 47) corridor from Pittman-Downer Road (County Road 658) to Blackwood-Barnsboro Road (County Route 603), and extending also northeastward along the Blackwood-Barnsboro Road corridor, terminating at the intersection with Mount Pleasant Road.

The redevelopment plan for this area, which was adopted in November 2007, calls for nodes of planned development having such uses as neighborhood commercial, office, multi-family, and uses which serve the traveling public to include automobile service stations and food establishments. For the areas outside of the nodes, the plan envisions industrial, high technology, and commercial uses. As was the case

with the previous plan, this redevelopment plan refines existing development regulations; as such, no amendments are necessary to the development regulations to effectuate the plan.

**Future Considerations** One main area to be considered for the redevelopment declaration eligibility is comprised of lands along the Old Black Horse Pike (Route 168) from the boundary with Gloucester Township to the southerly most intersection with Hurff Lane, given instances of faulty arrangement and design. In addition, a recommendation of this Reexamination Report is the exercise of redevelopment planning pursuant to the redevelopment statute over any lands on which conditions justifying the employment of the same emerge.

### III. **CONCLUSION**

This reexamination report concludes that the 2004 Master Plan, with subsequent adopted amendments and reexaminations, remains a viable document for the advancement of planning policy necessary for guiding the future development and redevelopment of land in the Township. This report further concludes that the goals and objectives of the Master Plan should be retained and reassessed as included in this report. The Township should continue to advance Master Plan goals while providing for revisions as discussed in this reexamination. In order to conform to statutory requirements, the Township should continue to perform a new reexamination report every 10 years.