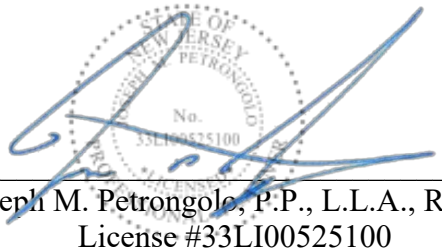
Redevelopment Plan
for the
Delsea Drive Redevelopment Area
Washington Township, Gloucester County

November 19, 2007
Revised October 30, 2013
Revised February 4, 2019
Revised May 8, 2019
Revised August 5, 2020
Revised April 17, 2023
Revised October 4, 2023

Adopted October 25, 2023



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License #33LI00525100

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I. INTRODUCTION

A. DELINEATION OF REDEVELOPMENT AREA

This plan regulates lands within the Delsea Drive Redevelopment Area. These lands are comprised of parcels along the Delsea Drive (NJSH Rt. 47) corridor from Pittman-Downer Road (County Road 658) to Blackwood-Barnsboro Road (County Route 603). The plan area also includes areas extending northeastward along the Blackwood-Barnsboro Road corridor, terminating at the intersection with Mount Pleasant Road. Specifically, the plan area consists of the following tax parcels:

- Block 7: Lots 1, 1.01, 1.02, 1.03, 1.04, 1.05, 1.06, 1.07, 1.08, 3.02, 4, 4.01, 5, 6, 6.01, 6.02, 6.03, 6.04, 6.05
- Block 7.04: Lot 6
- Block 8: Lots 1.01, 1.02, 1.03, 1.04, 1.05, 1.09, 1.10, 2.01, 2.02, 2.03, 2.04, 2.06, 3
- Block 8.01: Lots 3.01 & 4
- Block 15: Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 12.01, 12.02, 12.03, 12.04, 12.05, 12.06, 12.07, 12.08, 12.09, 13, 14, 14.01, 15, 15.01, 15.02, 15.03, 15.04, 15.06, 15.07, 15.08, 15.09, 15.10, 16, 17, 18, 19, 20, 20.01
- Block 16: Lots 1, 1.01, 1.02, 1.03, 2, 3, 3.01, 3.02, 3.03, 4, 4.01, 4.02, 4.03, 4.04, 4.05, 4.07, 4.08, 4.09, 4.10, 4.11, 4.12, 4.13, 4.14, 4.15, 4.16, 4.17, 4.18, 5, 5.01, 6, 7, 7.01, 7.02, 7.03, 8
- Block 17: Lots 1, 3.01, 3.02, 3.03, 3.04, 3.05, 3.06, 3.07, 3.08, 3.10, 3.11, 3.12, 3.13, 3.14, 3.15
- Block 17.15: Lot 56
- Block 19.15: Lot 1.10
- Block 28: Lots 1.02, 2, 2.01, 2.02
- Block 30: Lots 2, 2.01
- Block 31: Lots 1, 2, 3
- Block 32: Lots 1, 1.01, 1.02, 1.03, 1.04, 2, 3, 4
- Block 33: Lots 1, 2, 3, 3.02, 3.03, 4
- Block 34: Lots 1, 2, 3, 4, 5, 5.01, 5.02, 6, 6.01, 7, 7.01, 8, 9
- Block 35: Lots 1, 1.01, 1.02, 1.03, 1.04, 2, 3, 4, 5, 6.01, 7, 8, 9, 10, 11, 11.01, 11.02, 12
- Block 36: Lot 1
- Block 37: Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
- Block 38: Lots 1, 2, 3, 4, 5, 6, 8
- Block 39: Lots 1, 2, 3, 4, 5, 6, 7, 7.01, 7.05
- Block 40: Lots 1, 2
- Block 41: Lots 1, 2 & 3
- Block 42: Lots 1 & 1.01
- Block 43: Lots 1, 2, 2.01, 5, 5.01
- Block 44: Lots 1, 1.01
- Block 45: Lots 1, 1.01, 2, 3, 3.01

- Block 46: Lots 4, 5, 5.01, 6, 7
- Block 47: Lots 1.01, 1.02, 1.03, 4.01, 5, 6, 6.01, 7, 8, 9, 10, 11, 12, 13, 13.01, 14
- Block 48: Lots 1, 2, 3, 4, 5, 6, 6.01, 7, 8, 9, 10, 12, 13
- Block 49: Lots 1, 1.01, 2, 4, 5, 6, 7, 8, 9, 10
- Block 50: Lots 1.01, 1.02, 1.03, 1.04
- Block 51.01: Lots 1, 1.01
- Block 51.09: Lots 1, 1.01, 1.02
- Block 51.10: Lot 3
- Block 52: Lots 1, 1.01, 1.02, 1.03, 1.04, 1.05, 1.06, 1.09, 1.10, 1.11, 1.12, 1.13, 1.14, 1.15, 1.17, 1.22
- Block 55: Lots 1, 2, 3, 3.01, 3.02, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
- Block 56: Lots 1, 1.01, 2, 3, 4, 5, 6, 7, 7.01, 7.02 8, 9, 9.01, 9.02, 9.03
- Block 58: Lots 1, 4, 5, 6, 6.02, 7, 8, 9, 9.01, 10, 11

B. BACKGROUND:

In 2005, the Planning Board of the Township of Washington was directed by the Washington Township Council to examine whether existing conditions relating to the parcels set forth above rose to the level of criteria evidencing an area in need of redevelopment as provided under the Local Redevelopment and Housing Law N.J.S.A. 40A: 12A-1 et seq. Upon review of the aforementioned preliminary investigation, the Planning Board noted evidence of physical and economic deterioration, faulty arrangement, and a less-than-fully productive utilization of land; in aggregate, conditions that are detrimental to the health, safety, and welfare of the Township. Additionally, the Township recognized that these conditions have existed in the study area for some time, and that absent proactive Township intervention in the form of redevelopment planning, said conditions are not likely to be remediated solely through private sector initiatives. Pursuant to the requisite public hearing, the township Planning Board recommended that the entirety of the study area be declared an area in need of redevelopment based upon criteria a, b, c, d, e, and h. Acting on this affirmative recommendation, the Township Council subsequently declared the Delsea Drive study area to be an area in need of redevelopment.

In 2019, the Planning Board of the Township of Washington was directed by the Washington Township Council to amend the Redevelopment Plan to include the readjusted geographic boundaries of Node 4 to include a portion Block 7, Lot 6.02, which extends to the boundary of the proposed realigned Blackwood-Barnsboro Road.

This change is to reclassify this parcel from an existing Corridor Area to Node 4. Generally, throughout the Redevelopment Area the boundaries of Nodes follow distinct lines – either roadways or parcel lines. The expansion of Node 4 is consistent with this approach. Due to the size of the intersection at Node 4 and the five-points intersection configuration, a readjusted boundary of Node 4 would create a larger and more functional redevelopment site that can accommodate the various site circulation requirements and design considerations of the Redevelopment Plan. The remaining area to the west of the proposed realigned area would remain a Corridor Area at this time.

On June 26, 2019, the Township and Fair Share Housing Center ("FSHC") entered into a Settlement Agreement to settle the Township's Mount Laurel IV Declaratory Judgment Action (GLO-L-893-15) globally, to satisfy the Township's affordable housing obligations for Round 3 (1999-2025). Part of that settlement, as will be amended, includes amending the Washington Township Delsea Drive Redevelopment Plan to include opportunities for the production of affordable housing in the Delsea Drive Redevelopment Area.

C. REDEVELOPMENT GOALS:

From a strategic standpoint, this redevelopment plan seeks to ameliorate conditions suggestive of physical and economic deterioration, locate commercial and industrial uses in optimal areas, and opportunities for the production of affordable housing, and promote environmental health and aesthetically pleasing land use. To accomplish these goals, this plan recommends the refinement of existing zoning regulations and design standards to promote planned development, to mean development of various uses under a unifying plan; efficient use of land; encourage pedestrian-oriented development; improve vehicular circulation and signage throughout the development area; promote alternative forms of transportation; add affordable housing requirements for residential projects; and accommodate commercial and industrial uses where they are currently viable while promoting the preservation of natural resources.

D. OVERALL CONCEPT:

This redevelopment plan principally envisions the redevelopment of Delsea Drive as a thoroughfare for concentrations, or **NODES and CORE AREAS**, of planned development, generally in the southern and northern portions of the redevelopment area and at major intersections. Development at these areas should be pedestrian-oriented and should include neighborhood commercial, office and multi-family uses along with uses to serve travelers, such as gas and automobile service stations and food establishments. Traffic calming measures within nodes and core areas should be employed. At the southern end of Delsea Drive, being at the mutual border with the Borough of Pitman, a gateway to the township is envisioned. Street design in the entire redevelopment area should include sidewalks of a width amenable to pedestrians, street trees and both pedestrian and vehicular lighting.

The area of the redevelopment area that is outside of the **NODES or CORE AREAS** will be called the **CORRIDOR AREA**, and will provide land for existing viable industrial and commercial establishments, provided that improvements on these sites are modified to incorporate modern land use principles, including substantial screening from the main road and between incompatible uses, shared parking, reduction of excess parking spaces, and elimination of excess land coverage.

Throughout the redevelopment area, sidewalks and bike lanes should be provided within right-of-ways. Overall, land regulations should encourage a consistent visual theme and enhanced streetscape within nodes, and promote a natural and, where appropriate, a more open viewscape between the nodes, encourage walking and biking, and promote an

aesthetically pleasing corridor. Existing viable retail establishments in the Corridor Area that are of a service or neighborhood commercial type should be encouraged to remain provided said properties are upgraded as found necessary to reflect design standards advanced under this plan.

For the purposes of illustration, the redevelopment area has been divided into five Nodes: Node 1, Node 2, Node 3, Node 4 and Node 5, the Core Area and the Corridor Area. Figure A below illustrates the boundaries of the redevelopment area, the Core Area, the Corridor Area and the Nodes. On the following pages, Figures 1, 2, 3, 4 and 5 depict the Node Areas while figure 6 depicts the Core Area.

LIST OF FIGURES

Figure A – Entire Redevelopment Area with Nodes and Corridor Area Delineated

Figure 1 – Node 1

Figure 2 – Node 2

Figure 3 – Node 3

Figure 4 – Node 4

Figure 5 - Node 5

Figure 6 - Core Area

Figure A – Entire Redevelopment Area with the Nodes, Core Area and Corridor Area Delineated

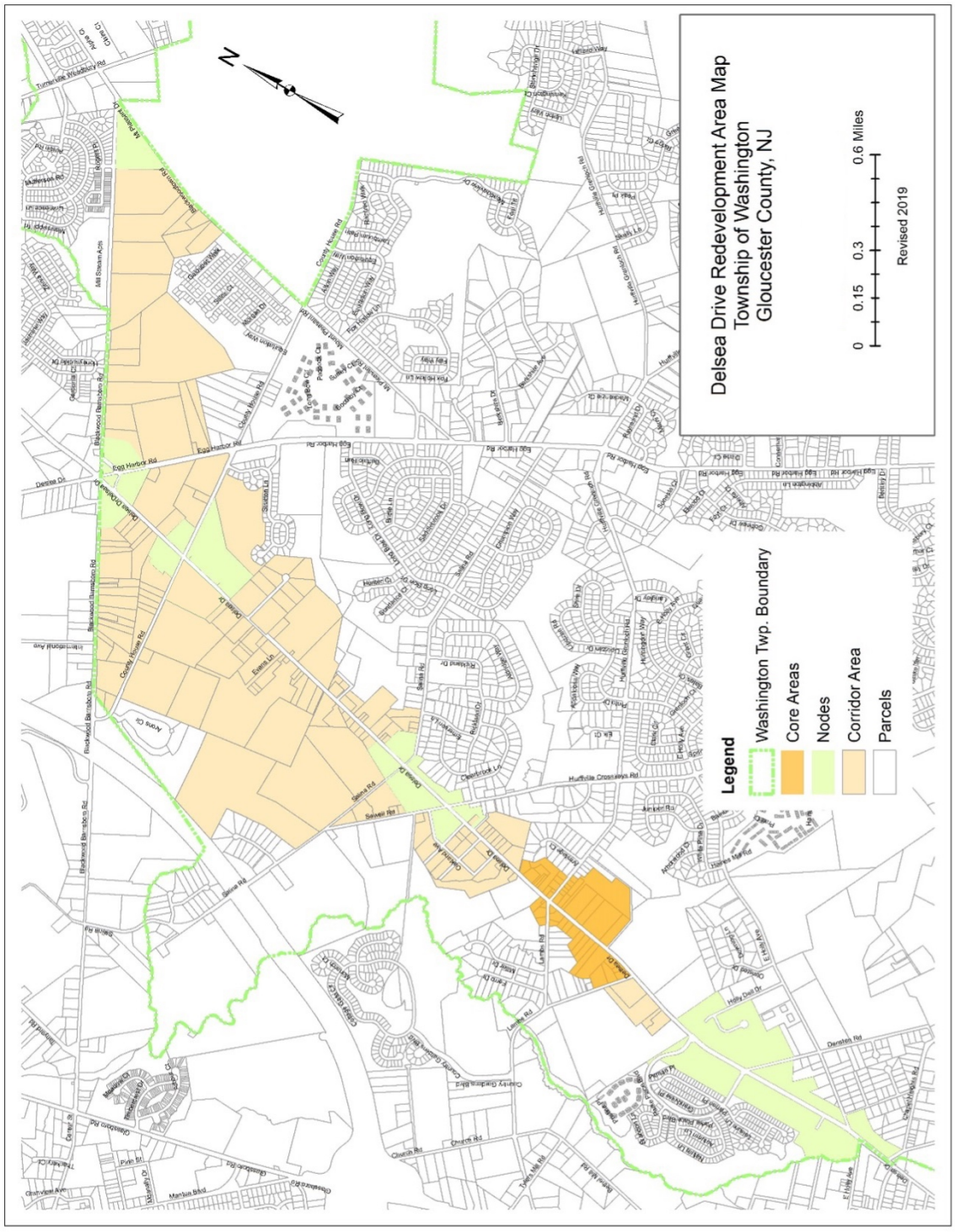


Figure 1 – Node 1

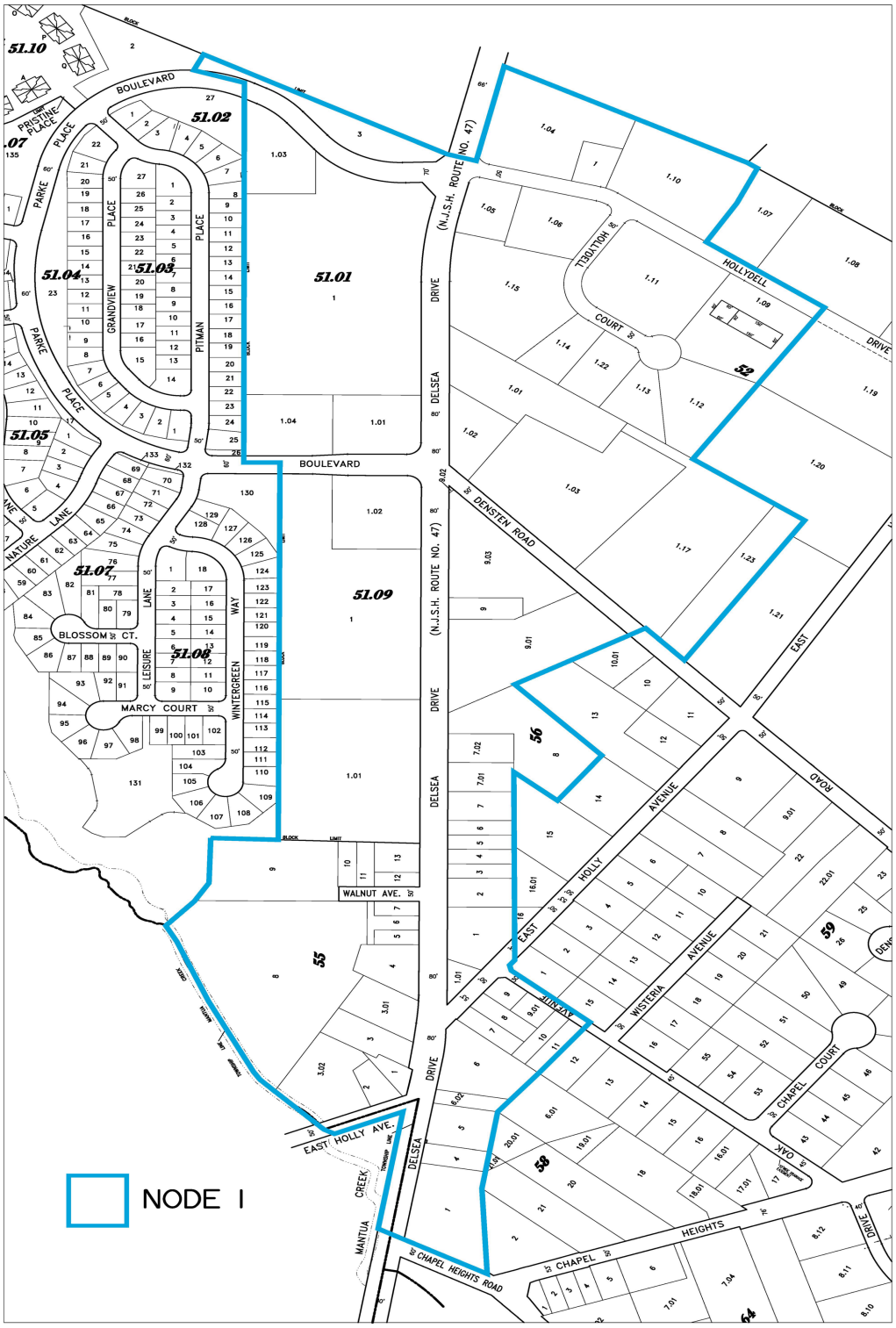


Figure 2 – Node 2

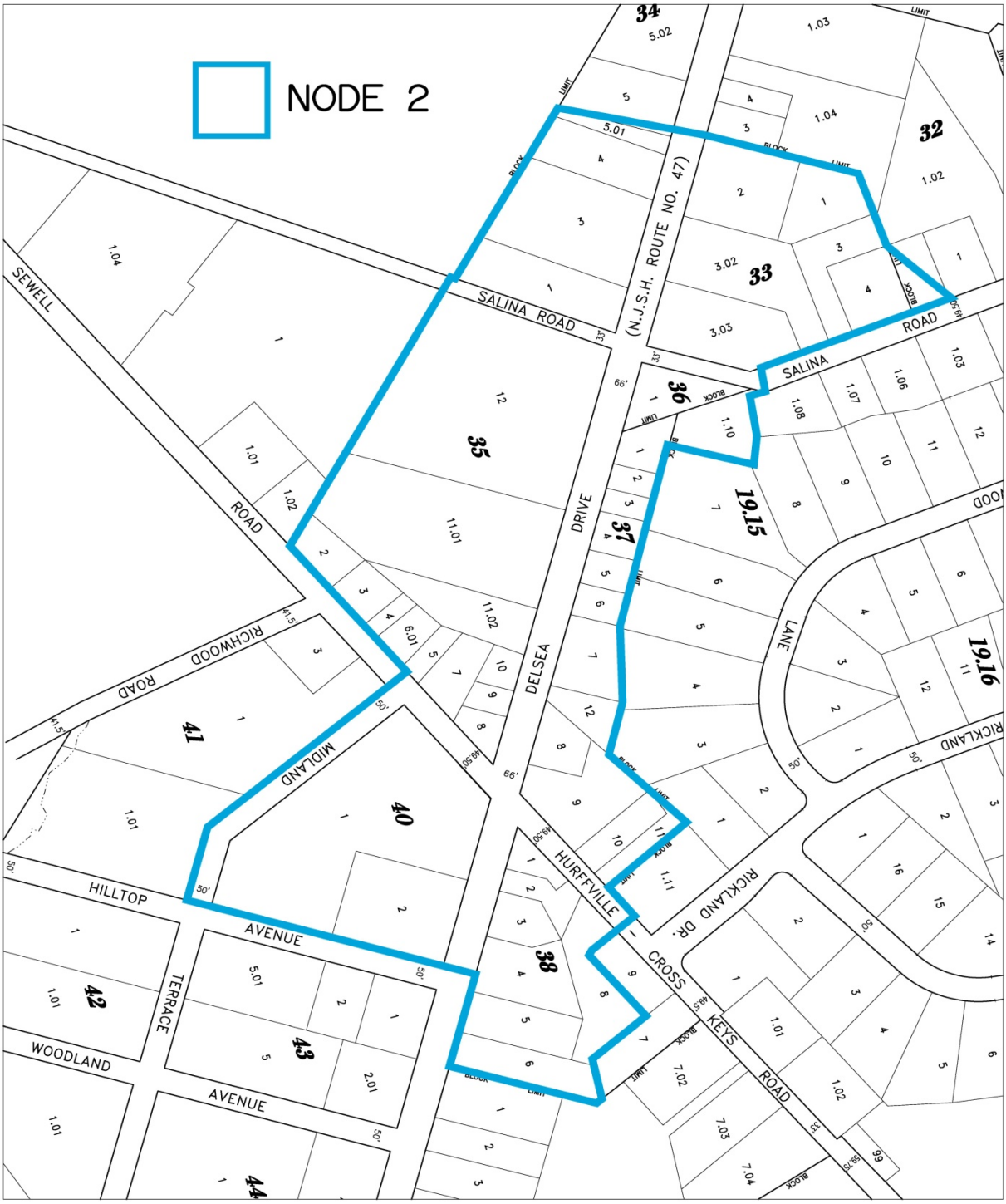


Figure 3 – Node 3

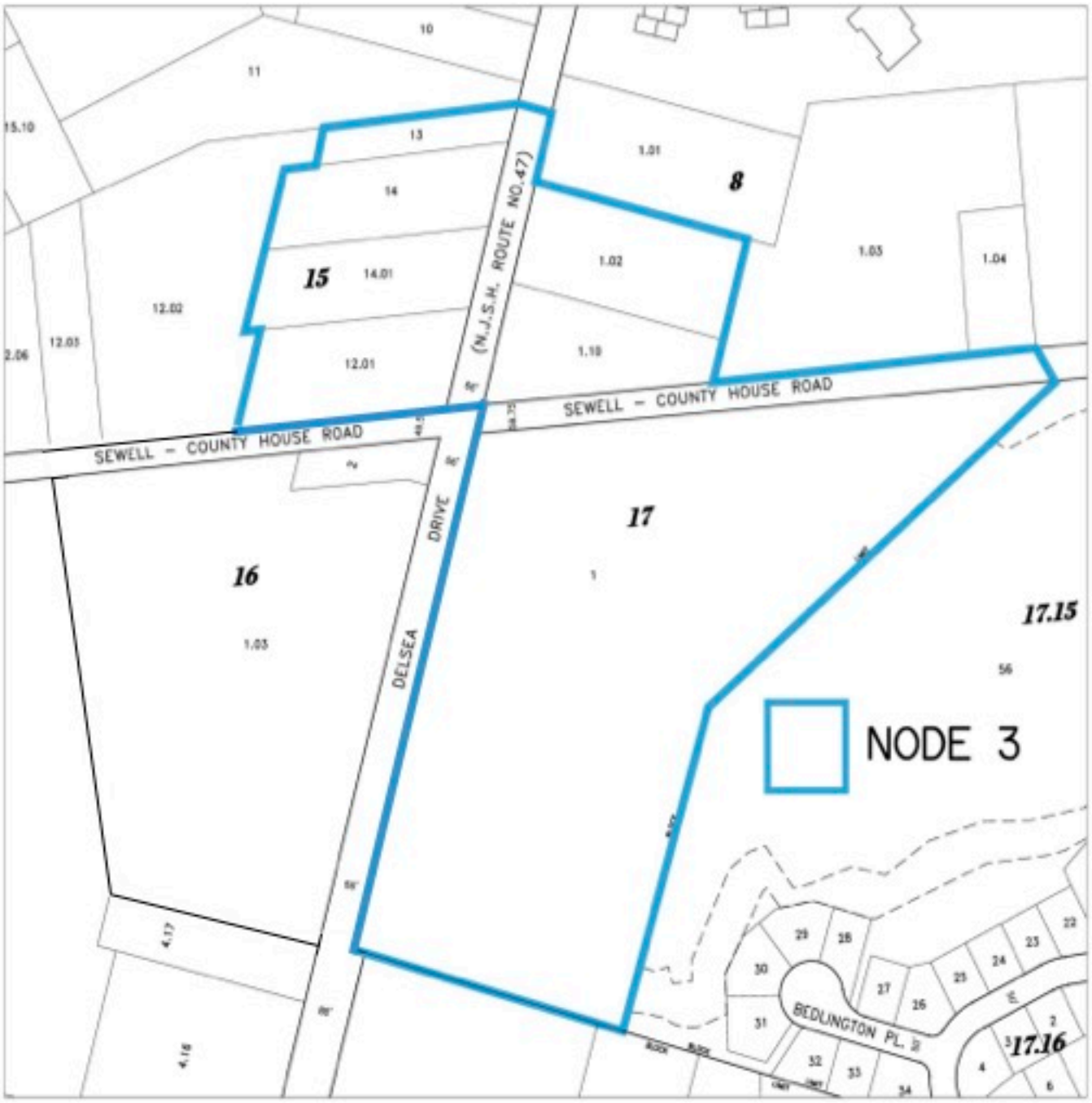


Figure 4 – Node 4

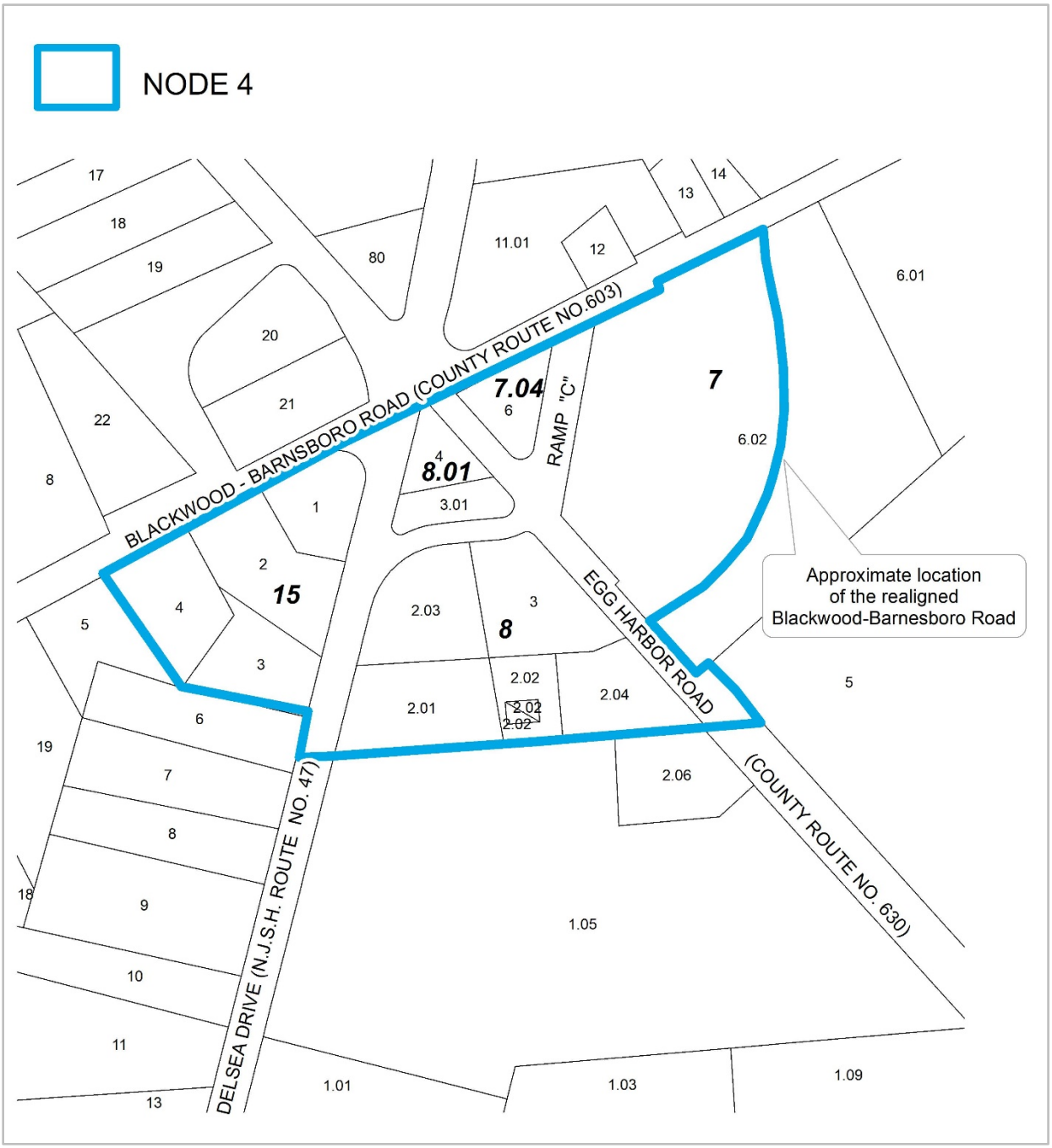


Figure 5 – Node 5

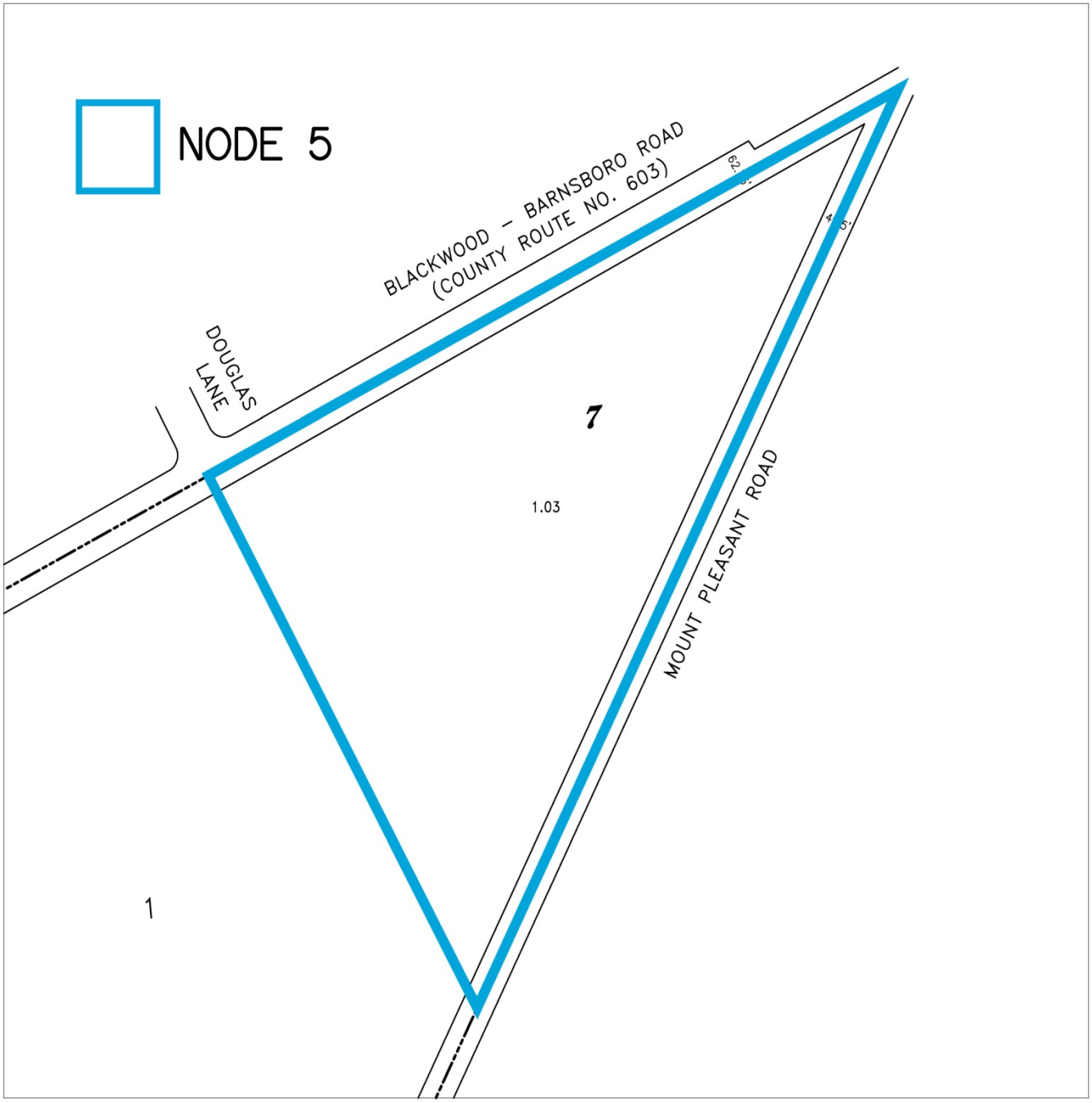
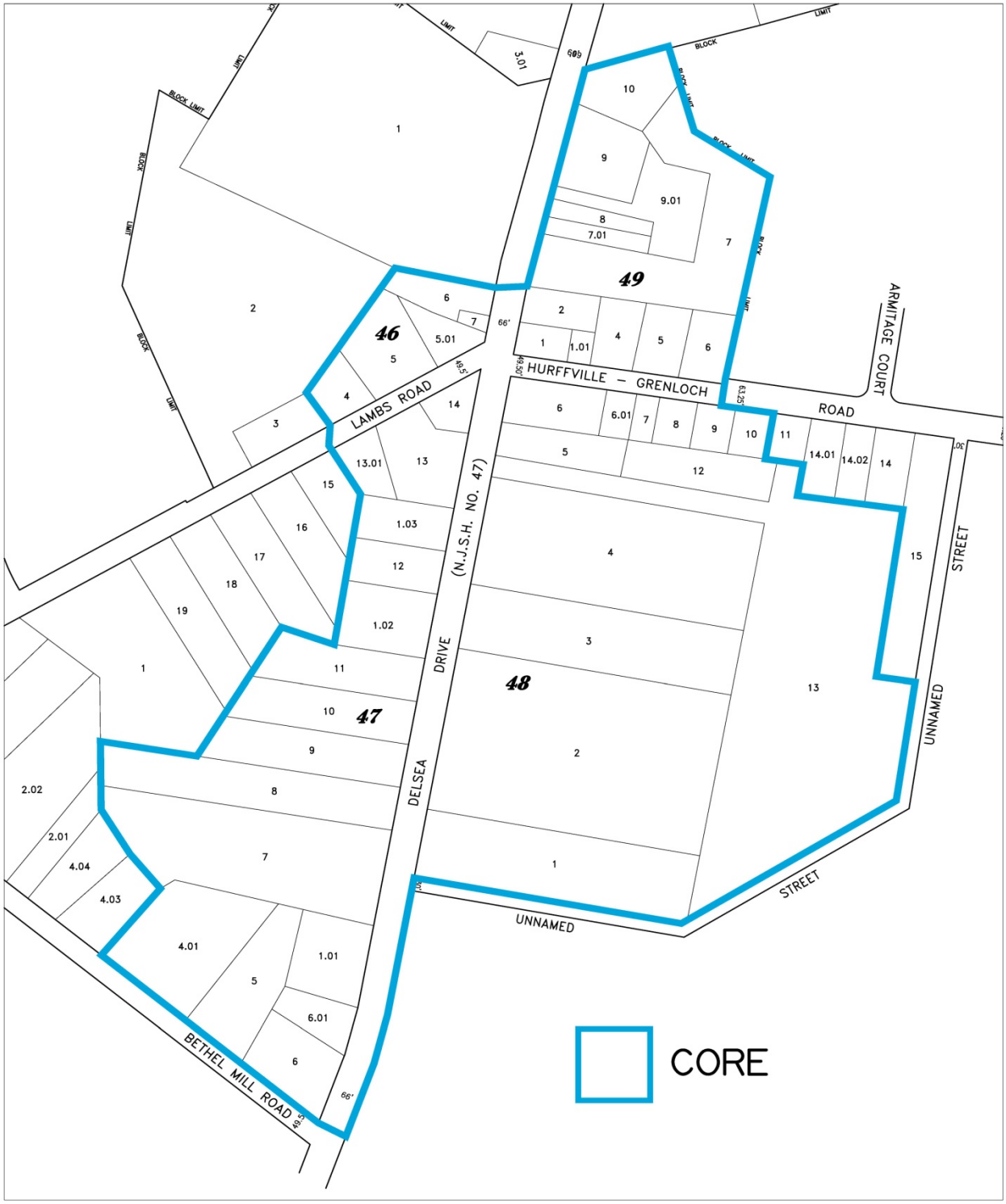


Figure 6 – Core Area



II. ZONING

Unless otherwise specified, the requirements set forth below supersede the prevailing zoning in the redevelopment area. Pursuant to the Local Redevelopment and Housing Law, the township will amend the township zoning map to reflect the establishment of a redevelopment zone with superseding requirements.

A. DEFINITION:

BANKED PARKING – Land reserved through an administrative modification for future development as parking in lieu of providing required parking.

IMPERVIOUS SURFACE – A surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water.

IMPERVIOUS COVERAGE – The square footage or other area measurement by which all buildings and impervious surfaces cover the gross lot area as measured in a horizontal plane to the limits of the impervious area(s). All surfaced parking areas and all required parking areas which are permitted to remain unsurfaced shall be included in the computation of surface coverage.

B. NODES:

1. Permitted Uses

Within the Nodes, this plan principally encourages the planned development of neighborhood commercial, highway service and office uses, as well as inclusionary residential development, notwithstanding nothing herein shall be construed as precluding a property owner from redeveloping a stand-alone, single-parcel, single-use development. Permitted principal uses anticipated within these areas include:

a) Retail and personal service uses to satisfy daily needs of residents and serve highway travelers.

b) Office uses to include general, professional, and medical offices.

c) Business service.

d) Eating establishments, including restaurants, lunch counters, delicatessens, tea rooms, taverns, confectioneries, fast food with drive-through window, or similar establishments serving food or beverages.

e) Cultural uses (such as theaters or halls for the performing arts, museums, and libraries).

f) Gasoline service stations and convenience store with motor fuel dispensing facility, which may include gasoline and diesel fuel for passenger vehicles and light trucks and may include a canopy and 24-hour operations.

g) Commercial uses on ground floors with residential uses, one-, two-, or three-bedroom apartments, permitted on the higher floors.

h) Multi-family.

i) Townhouse.

j) Similar uses as determined by the Planning Board.

k) Cannabis Use in accordance with the Township's Cannabis Use ordinance.

Any residential development shall include an affordable housing set-aside of at least twenty percent (20%). There shall be no requirement that inclusionary residential development can only be built after some or all non-residential development is built.

2. Tract Bulk and Area Requirements

While the following bulk and area requirements are intended to service as a guide for development, this redevelopment plan anticipates that the redeveloper in conjunction with the Redevelopment Entity will develop additional bulk and area recommendations suitable for the project site. All proposed bulk and area recommendations are subject to the approval by the Redevelopment Entity.

a) Minimum area per use or subdivided lot: 7,500 square feet
b) Minimum width: 100 feet
c) Minimum frontage: 100 feet
d) Minimum front yard for principal structures: 10 feet
e) Maximum front yard for principal structures: 15 feet
f) Where a planned multiple use/multiple building project is proposed, whether a subdivision is included or not, the maximum front yard for principal structures may be increased up to the maximum front yard for principal structures proposed on the remainder of the project.
g) Minimum side yard for principal and accessory structures: 0 or 8 feet
h) Minimum rear yard: 35 feet
i) For properties with frontage on Delsea Drive (excluding parks and open space), at least 65% of a building's frontage must be built within 10 and 15 feet of the right-of-way.
j) Maximum impervious coverage: 80%
k) Maximum height of all buildings: 50 feet
l) Maximum tract building coverage: 40%
m) For gasoline service stations with convenience stores:
    a. Minimum frontage: 200 feet.

b. Minimum front yard for principal structures: 40 feet (no maximum).
c. Maximum number of fueling stations: 8 dispensers with 2 fueling positions at each.
d. Maximum height of convenience store building: 35 feet, exclusive of towers, cupolas or other architectural elements.
e. Maximum height for fuel area canopy: not to exceed the height of the convenience store building.

n) For townhouses:

(1) Minimum Parcel Area: 10 acres
(2) Maximum Density: 10 units/acre
(3) Minimum Common Open Space: 25%
(4) Minimum. Tract Perimeter Setback: 75 ft. This setback can be reduced to 50 ft. adjacent to residential use.
(5) Minimum Lot Area:
  i. Exterior: 2,000 sf
  ii. Interior: 1,800 sf
(6) Minimum Lot Width
  i. Exterior: 25 ft.
  ii. Interior: 20 ft.
(7) Minimum Front Yard Depth, Face to Property Line or Curb: 20 ft.
(8) Minimum Rear Yard Depth, Face to Property Line or Curb/Structure: 20 ft.
  i. Decks and Patios may extend into the rear yard area by 10 feet and shall have a 3 feet side yard setback
(9) Minimum Side Yard Setback
  i. Exterior: 5 ft.
  ii. Interior: 0 ft.
(10) Maximum Building Height: 35 ft.
(11) Minimum Distance Between Buildings: 24 ft.
(12) Minimum Distance Parking Bays Face of Building: 20 ft.
(13) Minimum Distance Parking Bays Rear of Building: 10 ft.
(14) Maximum Number Townhouse Attached: 8

o) For multi-family:

(1) Minimum Parcel Area: 10 acres
(2) Maximum Density: 10 units/acre
(3) Minimum Common Open Space: 25%
(4) Minimum. Tract Perimeter Setback: 75 ft. This setback can be reduced to 50 ft. adjacent to residential use.
(5) Minimum Front Yard Depth, Building Face to Property Line or Curb: 20 ft.
(6) Minimum Rear Yard Depth, Building Face to Property Line or Curb/Structure: 20 ft.

(7) Maximum Building Height: 35 ft.
(8) Minimum Distance Between Buildings: 26 ft.
(9) Minimum Lot Width: 100 ft.
(10) Minimum Side Yard Setback: 15 ft.
(11) Maximum Building Height: 35 feet or three stories.

p)_ When a subdivision of land is necessary within an overall tract for the purposes of transfer of title or financing, and the overall tract will be designed as an integrated development with the provision of shared access and driveways, shared parking, a unified architectural theme, a unified landscaping and signage plan, and a coordinated stormwater management plan; and when cross-easements are established to ensure that the entire tract will operate as one coordinated site, then the tract bulk and area requirements may be applied to the overall tract.

3. Additional Regulations for Convenience Stores with Gasoline Filling Stations –

Convenience stores with gasoline filling stations shall be subject to the following standards and regulations:

- Maximum accessory structure height for gasoline fuel station canopies: 28 feet
- Minimum distance between accessory structure and principal building: 30 feet
- Accessory fuel canopies, pumps, and associated structures may be located within the front, side, and rear yards but shall comply with principal building required setbacks.
- Gasoline fuel tanks shall be installed below the surface and shall have a 20 feet setback or comply with parking setback requirements, whichever is greater.
- Fuel pumps shall be located a minimum of 50 feet from street lines and a minimum of 50 feet from other lot lines.
- Trash enclosures shall comply with current ordinance requirements. If a tract has more than 2 frontages, the trash enclosure shall be permitted within a front yard area no closer than 20 feet to the right-of-way line and appropriate landscape buffering shall be provided to screen the enclosure.
- No outdoor display of goods for sale may be erected on the pump or dispenser island or on the building island.
- Not more than two vending machines, whether or not coin-operated, shall be located outside the principal building, and any such machines shall be subject to the minimum yard requirements and shall not impede pedestrian traffic or outside seating area.

- The above regulations supersede the regulations of Section 285-104.

C. CORRIDOR AREA

1. Permitted Uses

Within the Corridor Area, this plan provides incentives for the continuation of planned development as a design technique, but allows for stand-alone, single-parcel, single-use development and inclusionary development. Principal uses within these areas include:

a) Uses that are permitted in the Nodes, with the exception of retail and personal service uses to satisfy daily needs of residents and serve highway travelers.

b) High-technology to include but not be limited to, uses such as research laboratories, telecommunications, and pharmaceuticals.

c) Warehousing, distribution and light industrial uses, provided there is a clear demonstration of the sufficiency of the roadway network to accommodate the anticipated truck traffic. A 100-foot vegetated buffer shall be provided along the tract boundary with all residentially used or zoned property.

d) Parking lots as accessory uses only, provided a parking study is prepared that justifies the amount of parking proposed.

e) Athletic fields and facilities: public and/or private recreation and open space.

f) Wineries and Breweries.

2. Tract Bulk and Area Requirements

While the following bulk and area requirements are intended to service as a guide for development, this redevelopment plan anticipates that the redeveloper in conjunction with the Redevelopment Entity will develop additional bulk and area recommendations suitable for the project site. All proposed bulk and area recommendations are subject to the approval by the Redevelopment Entity.

a) All lots containing warehousing, distribution and light industrial uses:
   1) Minimum Lot Area: 1 acre
   2) Minimum Lot Frontage: 150 ft.
   3) Minimum Lot Width: 150 ft.
   4) Minimum Front Yard Setback: 50 ft.
   5) Minimum Side Yard Setback: 20 ft.
   6) Minimum Rear Yard Setback: 35 ft.
   7) Maximum Height: 50 ft. If the front yard setback is increased to 100 ft. the maximum height can be increased to 60 ft.
   8) Maximum Impervious Coverage: 75%

b) For lots not containing industrial uses:

1) Minimum Lot Area: 1 acre
2) Minimum Lot Frontage: 150 ft.
3) Minimum Lot Width: 200 ft.
4) Minimum Front Yard Setback: 50 ft.
5) Minimum Side Yard Setback: 25 ft.
6) Minimum Rear Yard Setback: 50 ft.
7) Maximum Height: 50 ft.
8) Maximum Impervious Coverage: 65%

3. Design Guideline

Screening of uses set forth in Section II.C.1.c) above shall be sufficient to minimize view of facilities from Delsea Drive and surrounding areas.

D. CORE AREA

1. *Permitted Uses*

Within the Core Area, this plan principally encourages the planned development of neighborhood commercial, highway service office and attached inclusionary residential uses, notwithstanding, nothing herein shall be construed as precluding a property owner from redeveloping a stand-alone, single-parcel, single-use development. Permitted principal uses anticipated within these areas include:

a) Uses that are permitted in the Nodes conforming to the tract, bulk and area requirements of the Node.

b) Mixed use Commercial and Townhouse residential units conforming to the following standards below.

2. *Tract, Bulk and Area Requirements for Mixed use Commercial and Townhouse residential units*

While the following bulk and area requirements are intended to service as a guide for development, this redevelopment plan anticipates that the redeveloper in conjunction with the Redevelopment Entity will develop additional bulk and area recommendations suitable for the project site. All proposed bulk and area recommendations are subject to the approval by the Redevelopment Entity.

a) Minimum tract size shall be 15 acres of developable land, not having any wetlands, wetlands buffers, flood plains, and riparian buffers.

b) A minimum of six (6) percent of the tract shall consist of commercial development.

c) All development shall utilize public sewer and water. Sewer and water lines are to be extended to Delsea Drive and must be adequate, capable and appropriate for future connection.

d) The applicant shall not have any outstanding obligations from prior development applications.

e) Perimeter Buffers shall be 50'. When developed as a single tract the buffer between land uses can be split between land use parcels.

f) Recreation facilities appropriate to the use shall be provided.

g) Townhouses:

(1) Minimum Parcel Area: 10 acres
(2) Maximum Density: 10 units/acre
(3) Minimum Common Open Space: 25%
(4) Minimum. Perimeter Setback Road: 75 ft.
(5) Minimum Lot Area:
    i. Exterior: 2,000 sf
    ii. Interior: 1,800 sf
(6) Minimum Lot Width
    i. Exterior: 25 ft.
    ii. Interior: 20 ft.
(7) Minimum Front Yard Depth, Face to Property Line or Curb: 20 ft.
(8) Minimum Rear Yard Depth, Face to Property Line or Curb/Structure: 20 ft.
    i. Decks and Patios may extend into the rear yard area by 10 feet and shall have a 3 feet side yard setback
(9) Minimum Side Yard Setback
    i. Exterior: 5 ft.
    ii. Interior: 0 ft.
(10) Maximum Building Height: 35 ft.
(11) Minimum Distance Between Buildings: 26 ft.
(12) Minimum Distance Parking Bays Face of Building: 20 ft.
(13) Minimum Distance Parking Bays Rear of Building: 10 ft.
(14) Maximum Number Townhouse Attached: 8

h) Commercial:

1) Minimum Lot Area: 1 acre
2) Minimum Lot Width: 200 ft.

3) Minimum Lot Frontage: 150 ft.
4) Minimum Front Yard Setback: 50 ft.
5) Minimum Rear Yard Setback: 35 ft.
6) Minimum Side Yard Setback (one side): 25 ft.
7) Maximum Building Height: 70 ft.
8) Maximum Impervious Coverage: 65%

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PROHIBITED USES THROUGHOUT THE ENTIRE REDEVELOPMENT AREA

1. Sexually oriented/adult uses.

2. Tattoo parlors/saloons.

3. Pool halls.

4. Massage parlors.

5. Other similar uses.

III. DESIGN GOALS AND GUIDELINES

A. Design Goals

1. Encourage innovative mixed-use and multiple-use plans.

2. Create a layout of streets and open space edges (linear parks) which encourage pedestrian interconnections to the Nodes.

3. Alleviate undue traffic congestion by reducing excessive sprawl of development and the segregation of land use the result in the inefficient use of land and which necessitates the use of private vehicles.

4. Create a unique and architecturally significant streetscape for the area.

5. Promote development where the physical, visual, and spatial characteristics are established and reinforced through the consistent use of compatible urban design and architectural design elements. Such elements shall relate the design characteristics of an individual structure or development to other existing and planned structures or developments in a harmonious manner, relating in a coherent and overall development pattern and streetscape.

6. Promote the creation of places which are oriented to the pedestrian, promote citizen security, and social interaction.

7. Within the Nodes, incorporate a mix of uses, compact building design, attractive pedestrian-oriented streets, and harmonious architectural character.

B. Design Guidelines

Applicable Township ordinance requirements shall apply unless superseded by a requirement listed below.

1. General Guidelines

a) Prospective redevelopers shall illustrate the extent to which individual proposed developments will be compatible and coordinated with other development with the Nodes and will be consistent with the above policy goals.

b) Planned development as a design technique, defined as development of compatible uses by a single entity under a unifying plan, is encouraged under this plan so as to provide for maximum flexibility of design and enhanced potential for preservation of contiguous areas of open space.

c) As redevelopment planning fosters development through negotiation whereby the township and redeveloper contribute to the future look and arrangement of lands, the submission of redevelopment concept plans prior to formal plans, as a basis for preliminary review, discussion, and refinement is encouraged.

d) The high quality of the new developments should be expressed in the landscaping of the streets and sidewalks and at the vehicular and pedestrian entrances to the area.

2. Sidewalks

a) Sidewalks and curbing shall be provided along the entire property frontage.

b) Sidewalks having a minimum width of four feet are to be provided along all road frontages. Sidewalk width shall be increased to six feet along arterial road frontages, County road frontages, State road frontages and commercial road frontages.

c) Sidewalks shall be constructed of concrete and may be enhanced with brick, concrete pavers or concrete with brick edging at the redeveloper's option.

d) Sidewalks shall be designed to provide safe pedestrian travel to areas where public transit service is provided.

3. Parking

a) Parking areas shall be designed as follows:

1. All parking lot areas shall be setback twenty (20) feet from any tract boundary line and a minimum of five feet from interior lot lines.

2. When non-residential uses abut another non-residential use, parking setback can be reduced to ten (10) feet for side and rear property lines.

3. When a written agreement is provided by adjoining property owners, no side yard shall be required between properties of separate ownership where two or more commercial uses abut side to side. In case of a series of abutting structures paralleling a public right-of-way, an open and unobstructed passage of at least 30 feet in width shall be provided at grade level at intervals of not more than 200 feet.

b) Off-street parking may be located in front, side, rear yards and must have sufficient screening to prevent its sight from surrounding uses.

e) Off-street parking lots are to be provided with one shade tree for every five parking stalls.

f) When feasible, structured parking is encouraged.

g) In order to minimize the amount of curb cuts and impervious surface provided, and aid in the preservation of natural features, the maximum number of off-street parking stalls is not to exceed 105% of the stated ordinance requirements. Shared parking is specifically encouraged as is the concept of reserved or "phantom parking" where by areas which may be necessary for future parking are left in a green condition to be developed at the discretion of the Township.

h) Parking areas providing for more than sixty (60) motor vehicle spaces shall be divided into modular parking bays having approximately the same number of stalls and having in any case no more than sixty (60) stalls each.

i) All parking and loading areas should be paved and should have concrete curbing.

j) Parking lot layout should take into consideration pedestrian circulation and activities. Pedestrian crosswalks should be provided, where necessary and appropriate, and should be integrated into the wider network of walkways.

k) In order to enhance the pedestrian experience, off-street parking areas shall be appropriately screened and buffered to the greatest extent practical.

l) For properties with shared access and circulation with adjoining properties, driveways may be located along property lines.

m) Car charging stations shall be permitted within parking areas.

n) The dimension of parking stalls shall be 10 feet x 18 feet. For warehousing, distribution and light industrial uses, up to Twenty percent (20%) of the proposed parking can be reduced to 9 feet x 18 feet.

o) Convenience Stores with Gasoline Filling Stations shall provide a minimum parking requirement of 10 spaces per 1,000 square feet of retail gross floor area or part thereof with 1 additional space per every two fuel dispensers. Ten percent (10%) of required parking can be reserved as banked parking spaces provided the applicant demonstrates sufficient parking without these spaces. The Planning Board shall have the power to approve a site plan showing less paved parking than is required; provided, that a landscaped area of sufficient size to meet the deficiency shall be set aside and reserved in the event that increased activity shall make such additional off-street facilities necessary in the sole judgement of the Township Council.

p) All parking and driveway areas shall comply with current ordinance requirements.

q) Warehousing, distribution and light industrial uses shall provide a minimum parking requirement of 1 spaces per 1,000 square feet of gross floor area or part thereof. Twenty percent (20%) of the required parking can be reserved as banked parking spaces provided the applicant demonstrates sufficient parking without these spaces.

4. Landscaping

a) Street trees should be provided along all road frontages.

b) Street trees should be planted at intervals averaging 50 feet on center, have a 2-2.5-inch caliper at time of planting, and placed as to not obstruct store signage.

c) Extensive landscaping shall be required in accordance with a plan conceived for each site as a whole. All areas of a site not occupied by buildings, parking lots, other improvements or textured paving shall be intensively landscaped by the planting of grass or other ground cover; masses of shrubs; and trees as part of site plan approval. Landscaping shall be integrated with other functional and ornamental site design elements, where appropriate, such as ground paving materials, paths and walkways, gazebos, fences and walls, street furniture, art and sculpture.

d) As a central design element throughout the area, a series of landscaped public spaces and plazas should be provided. These would serve as both a buffering mechanism and creating active and passive recreation space for the surrounding community. This requirement shall not be applicable to warehousing, distribution and light industrial uses.

e) Where off-street parking areas within the redevelopment area would be visible from sidewalks or residential uses, a buffer should be provided including a year-round continuous visual screen at least four (4) feet in height (and at least two (2) feet in height at the time of planting) and containing at least fifty percent (50%) evergreen plant material or deciduous material which is demonstratively effective for screening purposes. At the discretion of the Planning Board, decorative fences or walls may be employed in lieu of plantings for this purpose. The height of any required screen, hedge or wall must decrease where driveways approach sidewalks or walkways in order to provide adequate visibility of pedestrians from motor vehicles and satisfy clear sight triangle requirements.

f) Parking areas shall be suitably landscaped to minimize noise, glare, and other nuisance characteristics as well as to improve on-site aesthetics.

g) Interior landscaping. In all parking lots of ten (10) or more spaces, at least five percent (5%) of the interior parking area shall be landscaped and at least two (2) trees for each ten (10) spaces shall be installed within landscaped islands. Parking lots of fewer than ten (10) spaces may not require interior landscaping if the Planning Board determines that there is adequate perimeter landscaping. Planting required within the parking lot is exclusive of other planting requirements, such as for shade trees planted along the street.

h) Curbed islands with a minimum radius of three (3) feet shall be located at the end of each parking row and at an interval of every ten (10) spaces. These islands should contain one (1) shade tree with a minimum three (3) inches caliper and shrubs not exceeding twenty-four (24) inches in height.

i) Where parking lots include parking stalls in a double-stacked arrangement, two rows of stalls that abut each other shall include a landscaped buffer between them along the entire length of the rows and having a minimum width of four (4) feet. Such a buffer shall include one (1) shade tree with a minimum 3" caliper for every twenty (20) feet of length.

j) Landscaping shall be provided as approved by the reviewing board to provide shade, designate entrances, screen parking from roads, buffer utility areas, and provide aesthetic interest throughout the year.

k) Required landscape or buffer areas shall be maintained in good condition at all times, may be interrupted by normal entrances and exits, and may have no improvements other than signs for customary traffic direction and control.

l) Plant materials are to be indigenous to the area and selected from the list of preferred plant materials maintained by the township.

m) Any buffer requirements set forth in the Township Land Development Ordinance which are not inconsistent with those provided in this plan are to be complied with.

n) Parking lot landscaped islands may not be required for warehousing, distribution and light industrial uses, provided the landscaping which would have been required for these islands is instead provided between the parking area and the exterior property lines to enhance the parking area screening.

5. Architecture and Design

a) Improvements and buildings should be designed to be compatible with surrounding improvements and buildings and promote the appearance of a coordinated and continual streetscape. Small-scale "village-style" retail development is encouraged. Retailers that conventionally stand alone or form part of an automobile dominated retail strip are encouraged to integrate their offerings into a "village-style" or "main street" format. Storefront design devices such as distinctive awnings, signage, arcades, and store windows and aesthetically significant entry treatments which provide unique identity for retailers should be utilized.

b) All commercial buildings with street frontage will provide an entrance/exit facing the right-of-way.

c) Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.

d) The design of accessory structures and other appurtenances should complement and enhance the appearance of the area.

e) For all retail frontages, a minimum of 65% of each façade should be provided with fenestration.

f) Storefronts are an integral part of a building. The building's façade should dictate the storefronts composition in terms of spacing, and alignment of buildings and windows. Storefronts should be designed to be compatible with the overall character of the façade, to maximize pedestrian interest, and to maintain a pedestrian scale.

g) Buildings with multiple storefronts should be unified through the use of architecturally compatible styles, colors, details, awnings, signage, and lighting fixtures on all storefronts.

h) Strongly encouraged is the use of the U.S. Green Building Council's LEED® (Leadership in Energy and Environmental Design) construction standards. Any new building construction or major renovation project shall, at a minimum, meet the LEED® "certified" rating if it is: funded wholly or in part by the township; or through funding awarded to the township; or with funds received from any source solely because of the redevelopment status of Delsea Drive Corridor or with revenue allocation district funding.

i) For buildings (except warehousing, distribution, and light industrial buildings) that will be seen from the street, these structures should avoid long, uninterrupted wall or roof planes. Building wall offsets, including both projections and recesses, should be required, in order to provide architectural interest and variety, and relieve the visual effect of a single, long wall. Similarly, Roofline offsets should be provided along any roof measuring longer than seventy-five (75) feet in length in order to provide architectural interest and variety to the massing of a building and relieve the negative visual effect of a single, long roof.

For warehousing, distribution and light industrial buildings should avoid long, uninterrupted wall or roof planes. Architectural techniques shall be utilized to provide interest and variety, and relieve the visual effect of a single, long wall. Building elevations shall be to the approving authority's satisfaction in order to advance the goals of this redevelopment plan, or in conformance with the redevelopment agreement approved by the redevelopment entity.

j) For buildings that will be seen from the street, larger buildings should reduce the appearance of bulk through recesses, off-sets, changes of plane, stepped terraces or other devices which break down and articulate building mass.

k) Development within the redevelopment area is to be sensitive to the setting in which proposed. As such, a major theme of any development proposal shall be the provision of design which compliments scenic values and mitigates abrupt changes through contextual building design elements such as roof shape, mass, fenestration, materials, and color, as well as through the arrangement of open space.

l) Building and building entrances should be oriented towards the primary pedestrian means of access with secondary entrances facing other means of access such as parking lots.

m) The type, shape, pitch, texture and color of a roof should be considered as an integral part of the design of a building and should be architecturally compatible with the style, materials, colors and details of such buildings.

n) Flat roofs are permitted on buildings a minimum of two (2) stories in height, provided all visibly exposed walls have an articulated cornice that projects out horizontally from the vertical building wall plane.

o) Mansard roofs are not permitted.

p) Architectural embellishments that add visual interest to roofs, such as dormers, belvederes, masonry, chimneys, cupolas, clock towers and other similar elements are encouraged, provided that they are architecturally compatible with the building.

q) All mechanical equipment, whether placed on the ground, roof or other location, should be screened from ground level view with an acceptable material compatible with the architectural scheme of the development.

r) The architectural treatment of a façade should be completely continued around all visibly exposed sides of a building. All sides of a building should be architecturally designed so as to be consistent with regard to style, materials, colors and details. Walls of portions of walls where windows are not provided should have an architectural treatment wherever they face adjacent streets, pedestrian paths, or adjacent residential areas. Windows should not be composed of reflective material so as to provide the appearance of continuous mirrors.

s) Undifferentiated facades, facades where the vertical elements overwhelm the horizontal elements indicative of changes in level or use, expansive blank walls, or facades with extended horizontal fenestration, should not be permitted.

t) Façade colors should be low reflective, subtle, natural or earth tone colors. Bright reds, oranges, yellows, or other high intensity colors are not permitted. Neon tubing is not permitted to outline windows, signs, buildings, structures or architectural details.

u) Franchise architecture (building design that is trademarked or identified with a particular chain or corporation and is generic in nature) is discouraged. Franchise of national chains are encouraged to follow building design standards provided herein to create a unique building that is compatible with surrounding buildings.

v) In a multiple building development, buildings located on the interior of a site should front towards and relate to one another, both functionally and visually. To the extent possible, multiple building developments should be organized around features such as courtyards, quadrangles, which encourage pedestrian activity.

w) Buildings must have a primary entrance door facing a public sidewalk or walkway. Entrances at building corners may be used to satisfy this requirement.

6. Streets, Lighting, Trash Receptacles and Seating

a) A traffic study is to be submitted in conjunction with any development proposal, unless deemed to be unnecessary by the Planning Board, and should adequately demonstrate the amount of traffic to be generated and capacity of the existing roadway network to absorb expected traffic volume. Such study must clearly demonstrate findings of no significant impact, or measures to be taken to alleviate expected traffic impact, which measures must be acceptable to the reviewing board.

b) Curbing shall be provided along the entire property frontage.

c) Trash receptacles should be provided at appropriate intervals along all frontages and within the tree planting strip adjacent to the curb.

d) Reserved

e) Lighting should be of the metal halide or LED type.

f) Additional right-of-way width should be dedicated in order to provide sufficient room for a bicycle pathway system. This requirement shall be subject to the jurisdiction of NJDOT and/or County as appropriate.

g) Where outdoor seating is not provided, benches should be provided placed against building walls and facing the street.

7. Internal Pedestrian Circulation Areas

a) Walkway design should promote pedestrian circulation within each site and throughout the district; walkways should be separate and distinct from motor vehicle circulation and to the greatest extent possible, provide a pleasant route for users, promote enjoyment of the site and encourage incidental social interaction among pedestrians.

b) All pedestrian circulation systems should be lit with ornamental lighting fixtures.

c) The layout, materials and details used in the treatment of exterior spaces should be selected to enhance their immediate surroundings. Public and semi-public exterior spaces should be functional and provide amenities for their users, in the form of textured paving, landscaping, lighting, street trees, benches, trash receptacles and other items of street furniture, as appropriate.

e) The creation of a larger greenway/improved trail network is encouraged, allowing pedestrian and/or bicycle connections between the area's developed portions and portions set aside for parkland and passive recreation.

8. Signage

a) Pole-mounted, freestanding signs (other than traffic signage) are prohibited, with the exception of signs associated with convenience store with gasoline service as stated below. All other freestanding signs must be of the monument type.

b) Signage for convenience store with gasoline service shall comply with the following regulations:

1. One freestanding sign per roadway frontage shall be permitted with identification logo, changeable copy gasoline pricing and product display information per road frontage shall be permitted.

2. Pole-mounted, freestanding signs shall be permitted along Egg Harbor Road frontages and prohibited along all other roadway frontages.

3. Freestanding signs shall not exceed 100 square feet in area for pole-mounted signs and 50 square feet in area for monument signs. The sign shall not exceed 18 feet in height.

4. One facade sign per frontage indicating the identification name, food services, or a combination of both shall be permitted. Facade signs shall not exceed three (3) feet in height and 40 square feet in area.

5. One fuel canopy sign per street frontage shall be permitted. Such sign shall not exceed 12 feet in length nor 2 feet in height.

6. One directional sign per site entrance shall be permitted. Such sign shall not exceed 4 feet in height nor 2 square feet. The sign should be set back a minimum of 6 feet from property lines and contain no logo.

7. Unless otherwise stated signage must comply with all applicable regulations of the Land Development Ordinance including Section 285-224 – Permit Required, Section 285-226 – Prohibited Signs, and Section 285-241 General regulations.

IV. ACKNOWLEDGEMENT AND IMPLEMENTATION OF OBLIGATION TO PROVIDE AFFORDABLE HOUSING

The plan acknowledges and implements the constitutional obligation that Washington Township has to provide a realistic opportunity for the production of housing units affordable to families of very low, low and moderate income.

Applicants for development within the Delsea Drive Redevelopment Area are to address satisfaction of said obligation in a manner acceptable to the redevelopment entity consistent with rules promulgated by the New Jersey Council on Affordable Housing (COAH),the requirements of

Uniform Housing Affordability Controls, N.J.A.C. 5:80-26.1, et seq. ("UHAC"), the terms and conditions of the Court-approved Settlement Agreement entered into between the Township and FSHC on June 26, 2019, as will be amended, the Township's Affordable Housing Ordinance (except as modified herein), the Township's Housing Element and Fair Share Plan, as may be amended, and any relevant order of the Court, including a Judgment of Compliance and Repose Order.

General Affordable Housing Redevelopment Requirements:

a) The combined Washington Square and the Delsea Drive Redevelopment Areas will provide a realistic opportunity for the construction of at least 339 total affordable units (there may be, but are not required to be, no more than 77 affordable age-restricted for-sale or rental units, but there shall be at least 262 family non-age-restricted affordable for-sale or rental units).

b) In addition to the required number of affordable units set forth in paragraph (a): at least 339 total affordable units, of which no more than 77 can be age-restricted, the Delsea Drive Redevelopment Area will include an additional 16 affordable units (for a new total of at least 355 affordable units). These additional 16 affordable units in the Delsea Drive Redevelopment Area can, but are not required to be, age restricted. Under no circumstances can the number of age-restricted affordable units in the Delsea Drive and Washington Square Redevelopment Areas, combined, exceed 93 age-restricted affordable units in total, which number shall include any assisted living units. To accommodate the extra 16 affordable units required in the Delsea Drive Redevelopment Area, at least thirty-seven percent (37%) of the vacant, developable acres in the Delsea Drive Redevelopment Area shall be developed for inclusionary residential uses. This calculation shall include only the blocks and lots in subparagraph (h) below.

c) At least 169 vacant developable acres between the two Redevelopment Areas must be zoned and utilized for inclusionary residential development, and at least 130.5 of these acres shall be zoned and utilized solely for inclusionary non-age-restricted family housing. No more than 38.5 vacant developable acres between the two Redevelopment Areas may be zoned and/or utilized for inclusionary age-restricted housing.

d) All residential development in the Delsea Drive Redevelopment Area must contain a twenty percent (20%) affordable housing set-aside.

e) At least thirty-seven percent (37%) of the vacant, developable acres in the Delsea Drive Redevelopment Area shall be developed for inclusionary residential uses. This calculation shall include only the blocks and lots in subparagraph (h) below. This calculation means that at least 61 of the vacant, developable acres in the Delsea Drive Redevelopment Area listed in subparagraph (h) below shall be developed for inclusionary residential uses.

f) To effectuate this requirement, the first project proposed and approved on vacant developable land in the Delsea Drive Redevelopment Area listed in subparagraph (h) below must utilize at least 37% of the acreage for inclusionary residential development.

While subsequent projects on the vacant developable land listed in subparagraph (h) below may be permitted to utilize vacant, developable acreage for inclusionary residential development at a rate less than the prescribed 37% indicated above, any approval will be contingent upon the cumulative

vacant developable acreage used for inclusionary residential development up to that point being no less than 37%.

For example: if the first proposed project is for a 10-acre site to contain 4 acres of inclusionary residential development (40%), and the second proposed project is for another 10-acre site, then the second proposed project must include at least 34 acres of inclusionary residential development (34%). This is because 7.4 acres of inclusionary residential across 20 total acres equals the required minimum of 37%. The third proposed project would then have to use at least 37% of the acreage for inclusionary residential development.

g) Portions of the same site may be designated for non-residential/residential uses, so long as there will not be a requirement that any inclusionary residential development can only be built after some or all non-residential development is built.

h) In order to ensure compliance with the above requirements, the Township shall maintain and provide upon request an up-to-date acreage monitoring form that details any development proposed and pursued on the vacant developable land in the Washington Square and Delsea Drive Redevelopment Areas, the number of acres, including percentage, used for inclusionary residential development or for other purposes, the number of acres used for non-age-restricted family residential development, the number of acres used for age-restricted residential development, and any other information needed to ensure full compliance.

Before pursuing a project, any potential developer on the vacant developable land listed in subparagraph (h) below in the Delsea Drive Redevelopment Area must request from the Township a copy of the most current acreage monitoring form. As part of any project proposal, the developer shall submit plans to the Township and Fair Share Housing Center containing a narrative and chart indicating how the proposed project would comply with the Township's affordable housing obligations and the terms of this Redevelopment Plan, including but not limited to ensuring that at least 37% of the cumulative vacant developable acreage in the Delsea Drive Redevelopment Area, including the project proposed, develops for inclusionary residential development.

i) The vacant developable parcels in the Delsea Drive Redevelopment Area and to be indicated in the acreage monitoring form are as follows:

Block	**Lot**	**Owner**	**Total acreage**	**Developable acreage**
16	4.17	MBS PROPERTIES LLC	1.12	1.12
16	7.03	265 DELSEA DRIVE LLC	2.72	2.72
16	4	PLATT, GERALDINE	1.39	1.39
15	12.05	ANYZEK, BARBARA DORIS	0.63	0.63
16	7.01	265 DELSEA DRIVE LLC	1.92	1.92
16	1	KEYSTONE COUNTY HOUSE ROAD LLC	18.86	18.86
16	1.03	KEYSTONE COUNTY HOUSE ROAD LLC	10.43	10.43
15	15	ANYZEK, BARBARA DORIS	2.89	2.15
16	2	KEYSTONE COUNTY HOUSE ROAD LLC	0.55	0.55

Block	Lot	Owner	Total acreage	Developable acreage
16	6	PLATT, GERALDINE	16.39	16.39
15	12.09	DENJEN LLC	5.41	5.41
16	4.18	KEYSTONE COUNTY HOUSE ROAD LLC	26.50	16.69
16	8	GUY, BYRON JACK ESTATE%GLORIA FAUST	45.93	36.31
16	4.08	OAK VIEW NURSERY	11.59	11.59
16	7	PLATT, GERALDINE	18.38	18.38
16	1.01	OAK VIEW NURSERY	15.84	15.84
15	12	OAK VIEW NURSERY	5.56	4.37
		TOTAL	186.14	164.77

i) The above requirements do not restrict other lots with existing uses within the Redevelopment Area from redeveloping as residential uses so long as they include a twenty percent (20%) affordable housing set-aside.

Monitoring of Affordable Housing Requirements:

Starting on January 1, 2022, and every anniversary thereafter, annual monitoring reports indicating the status of existing and proposed affordable housing units located within the Redevelopment Area, as well as the Washington Square Redevelopment Area, and the maximum age-restricted unit requirement shall be provided by the Township to the Courts, Special Master and Fair Share Housing Center for their review.

Project Specific Affordable Housing Requirements:

a) Required Affordable Housing Set-Aside: A minimum of twenty percent (20%) affordable housing set-aside shall be required for all rental or for-sale residential projects constructed in the Delsea Drive Redevelopment Zone.

b) Income Distribution: As per the June 26, 2019 Settlement Agreement between the Township and FSHC, as will be amended, income distribution for the affordable units in each project in the Delsea Drive Redevelopment Area shall be: thirteen percent (13%) of the affordable units shall be required to be for very low income households earning less than thirty percent (30%) of the median income pursuant to the Fair Housing Act, N.J.S.A. 52:27D-301, et seq. ("FHA"), forty percent (40%) affordable to low- income-households as defined in UHAC, and forty-seven percent (47%) affordable to moderate-income households as defined in UHAC.

At least fifty-three percent (53%) of the affordable units within each bedroom mix shall be low-income and very-low-income. Any odd number or fraction shall be a low-income unit. The very-low-income units shall be proportionately distributed within each bedroom mix, and the number of very-low-income three-bedroom units in each inclusionary project must equal or exceed the number of very-low-income one-bedroom units.

c) Bedroom Mixes: Bedroom mixes for the affordable units in inclusionary residential developments shall fully comply with UHAC.

d) Deed Restrictions: All affordable units in each project will be deed restricted for at least thirty (30) years as very low-, low- or moderate-income affordable units from the date of the initial occupancy of each affordable rental unit or the date of conveyance for for-sale units (the "Deed-Restriction Period").

For rental affordable units, the units shall be subject to affordability controls of at least thirty (30) years from the date of initial occupancy and affordable deed restrictions as provided for by UHAC, with the sole exception that very low income shall be defined as at or below 30 percent of median income pursuant to the Fair Housing Act, and the affordability controls shall remain unless and until the Township, in its sole discretion, takes action to extend or release the unit from such controls after at least thirty (30) years. If the Township elects to release the controls on affordability, said controls shall continue in effect until the date on which the individual affordable rental unit shall become vacant, provided that the occupant household continues to earn a gross annual income of less than eighty 80 percent (80%) of the applicable median income. See N.J.A.C. 5:80-26.11(b).

For for-sale affordable units, the units shall be subject to affordability controls of at least thirty (30) years from the date of conveyance to an income-eligible household and affordable deed restrictions as provided for by UHAC, with the sole exception that very low income shall be defined as at or below 30 percent of median income pursuant to the Fair Housing Act, and the affordability controls shall remain unless and until the Township, in its sole discretion, takes action to extend or release the unit from such controls after at least thirty (30) years. If the Township chooses to release said controls, then they shall be released in accordance with all applicable affordable housing regulations including, but not limited to N.J.A.C. 5:80-26.5 and 26.20. The Township will release such units via the Township's adoption of an ordinance or via quitclaims deeds or both, at the Township's election.

e) Integration: All affordable units shall be integrated and interspersed with the market-rate units, and the affordable units shall not be concentrated in separate buildings or in separate areas from the market-rate units. In buildings with multiple dwelling units, this shall mean that the affordable units shall be generally distributed within each building with market 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.

f) Other Affordable Housing Requirements: Developers of each project will also comply with all of the other requirements of UHAC and the Borough's Affordable Housing Ordinance, including, but not limited to, (1) hiring a qualified Administrative Agent to administer the affordable units in the project, (2) following affirmative marketing requirements, which includes advertisement on the Housing Resource Center website in accordance with applicable law, and (3) ensuring that proper candidate qualification, screening, and selection requirements are met.

g) Phasing: Construction of affordable units in each project shall be phased-in as per N.J.A.C. 5:93-5.6(d).

V. ECONOMIC DEVELOPMENT

In order to spur economic development, consolidation and/or re-subdivision of land for flexible accommodation of various uses is recommended under this plan.
Utilization of public/private partnerships and execution of redevelopment agreements with redevelopers is encouraged as may be necessary in order to facilitate the full realization of this plan's vision.

VI. DEVIATIONS FROM PROVISIONS OF THE REDEVELOPMENT PLAN

The Planning Board may review and retain jurisdiction over applications requiring relief for deviations, other than with respect to permitted uses, from this redevelopment plan or other township development ordinances. Accordingly, an amendment to the redevelopment plan shall not be necessary if the selected redeveloper(s) or property owner desires to deviate from the bulk and area provisions set forth in this redevelopment plan or the pertinent sections of township's Land Development Ordinance, or from the design standards set forth in this redevelopment plan or other township development ordinances. All requests for such relief shall be made to the Planning Board accompanied by a complete application for development as otherwise required by township ordinance. Decisions on such requests shall be made in accordance with the legal standards set forth in N.J.S.A. 40:55D-70c. in the case of requests for relief from zoning standards, and in accordance with the legal standards set forth in N.J.S.A. 40:55D-51 in the case of requests for relief from design standards.

VII. RELOCATION ASSISTANCE

The Redevelopment Agency shall undertake all appropriate relocation measures as required by law pursuant to the Relocation Assistance Law of 1967, P.L. 1967, C. 79 (c. 52:31B-1 et. seq.) and the Relocation Assistance Act, P.L. 1971, C. 362 (c. 20:4-1 et. seq.) in the event of displacement of any resident from the redevelopment area.

VIII. IMPLEMENTATION OF REDEVELOPMENT PLAN

This plan may be implemented in accordance with the procedures of the Local Redevelopment and Housing Law for the execution of agreements between a redeveloper and the Township of Washington's governing body. Redevelopers will be selected based on qualifications including, but not limited to, the following:

1. Experience with constructing comparable projects generally;
2. Capability to finance the construction of proposed improvements;
3. Capability to perform given resources committed to other projects; and
4. Ability to provide references for verification.

The redeveloper(s) will be obligated to carry out the specified improvements in accordance with the redevelopment plan. Until the completion of the improvements, the redeveloper will not be

permitted to sell, lease or otherwise transfer or dispose of property within the redevelopment area without the prior written consent of the redevelopment entity, which will not be unreasonably withheld or delayed.

Upon the inspection and verification by the Township of Washington's redevelopment entity that the redevelopment of the redevelopment area, or a specific portion thereof, has been completed, a Certificate of Completion shall be issued to the redeveloper and the conditions determined to exist at the time the area was determined to be in need of redevelopment shall be deemed to no longer exist.

This redevelopment plan shall remain effective until all the redevelopment area has been redeveloped and deemed to be no longer in need of redevelopment or rehabilitation by the governing body of the Township of Washington.

A. Statutorily Permitted Actions

Upon the adoption of a redevelopment plan pursuant to section 7 of P.L. 1992, c. 79 (C.40A:12A-7), the municipality or redevelopment entity designated by the governing body may proceed with the clearance, replanning, development and redevelopment of the area designated in that plan. In order to carry out and effectuate the purposes of this act and the terms of the redevelopment plan, the municipality or designated redevelopment entity may:

1. Undertake redevelopment projects, and for this purpose issue bonds in accordance with the provisions of section 29 of P.L. 1992, c. 79 (C.40A:12A-29) and issue bonds.
2. Acquire, by condemnation, any land or building which is necessary for the redevelopment project, pursuant to subsection i. of section 22 of P.L. 1992, c. 79 (C:40A-12-22).
3. Acquire, by condemnation, any land or building which is necessary for the redevelopment project, pursuant to the provisions of the "Eminent Domain Act of 1971," P.L. 1971, c. 361 (C. 20:3-1 et. seq.).
4. Clear any area owned or acquired and install or reconstruct infrastructure
5. Prepare or arrange by contract for the provision of professional services and the preparation of plans by licensed professionals and/or other consultants for the carrying out of redevelopment projects.
6. Arrange or contract with public agencies or redevelopers.
7. Lease or convey property or improvements without public bidding.
8. Enter upon buildings or property for conduct of investigations or surveys.
9. Provide for relocation assistance.
10. Carry out a voluntary rehabilitation program and develop plans for the enforcement of codes and regulations relating to use and occupancy, rehabilitation, demolition, and removal of buildings or improvements.
11. Request the designation of particular areas as areas in need off redevelopment or rehabilitation.

B. Site Plan and Subdivision Applications

Redevelopment activities shall be in conformance with the adopted redevelopment plan which may be amended from time to time in accordance with law. Site plan review shall be conducted by the Planning Board of the Township of Washington, pursuant to the provision of the Municipal Land Use Law N.J.S.A. 40:55D-1 et. seq.

All leases, agreements, deeds, and other instruments from, or between, the Redevelopment Agency, and to, or with a redeveloper, shall comply with the applicable provisions of Title 40, Chapter 37A.

C. Agreements with Redeveloper

Agreements with developers shall note that only those uses established in the redevelopment plan shall be constructed, and prohibit, without approval of the redevelopment entity, the sale, leasing, or transferring of the redevelopment project, or portion thereof, without written consent.

D. Equal Opportunity

The land within the project area shall not be restricted on the basis of race, creed, color, or national origin in the sale, use, lease, or occupancy thereof.

E. Period of Applicability

The provisions of this plan, specifying the redevelopment plan for the project area and requirements and restrictions with respect thereto, shall be in effect for a period yet unspecified until such time as the purpose of the plan has been satisfied and the designated district's need for redevelopment has been substantially alleviated.

F. Compatibility with State and Local Plans

State Development and Redevelopment Plan (SDRP)

The redevelopment area is partially classified as a Metropolitan Planning Area (PA1) and partially classified as a Suburban Planning Area (PA2). Below is a list of some of the SDRP's intentions for PA1 and PA2 areas and a statement of how this plan in consistent with those intentions:

Metropolitan Planning Areas (PA1s) and Suburban Planning Areas (PA2s)

- Promote growth in compact forms

- Redesign areas of sprawl (PA1 and PA2) and reverse the current trend toward further sprawl

By promoting the maintenance of open space and agricultural uses and limiting non-residential uses in Corridor Area to farms and businesses that require proximity to major arterials, this plan limits unchecked development that occurs randomly and as a result of low land values.

Relationship to Township Master Plan

Consistent with the Amendment to the Land Use Element of the Washington Township Master Plan (April 26, 2006), this redevelopment plan supports the land use recommendation that lands at major intersections, most of which is now zoned as Planned Industrial (PI), Commercial Industrial (CI) or Highway Commercial (HC), should be rezoned for less intense uses, such as neighborhood commercial, offices and residences. This strategy is consistent with the recommendations for nodes contained in this redevelopment plan.

Relationship to Plans of Adjacent Municipalities

Located in the northwestern area of the township, the redevelopment area is in close proximity to the Township of Mantua and the Township of Deptford and abuts the Borough of Pitman. Development along the portion of Delsea Drive in Pitman is residential and suburban in character, which is compatible with the type of mixed-use development anticipated along Delsea Drive in the redevelopment zone.

APPENDIX A

New Jersey Financing and Incentive Programs

Property Tax Abatement:

A five-year tax abatement program is available to new and expanding businesses in the redevelopment area. Under this program, the approved property pays no taxes in year one, 20% in year two, 40 % in year three and so forth until 100% of taxes are paid in year six.

A longer-term payment-in-lieu-of-taxes (PILOT) may be available to qualifying developers. PILOT agreements can be up to 30 years. The amount of the pilot is based on a percentage of the project income or total project cost. Agreements must be approved before the project begins.

Business Employment Incentive Fund:

Under the BEIP program, incentive grants are offered to companies that create new jobs in New Jersey. Qualified businesses can apply for periods as long as 10 years for incentive grants up to 80% of the New Jersey personal income tax withholdings from new jobs created when they relocate to New Jersey or expand their businesses in the state. In the base year, the company must create at least 25 new jobs in a targeted urban community or at least 75 jobs in a suburban area.

Bond Financing:

Bond financing can be an attractive form of lower cost, long-term borrowing for qualifying businesses needing at least $1 million in capital. Tax-exempt bond financing, which can provide capital at interest rates substantially below the prime rate, is authorized under the Internal Revenue Code for use by manufacturers needing to finance buildings and equipment. The New Jersey Economic Development Authority may issue a bond of up to $10 million to enable a manufacturer to finance real estate acquisitions, equipment, machinery, building construction, and renovations. Certain other specified businesses also may qualify for this type of financing, such as commercial and industrial projects located in federal Empowerment or Enterprise Zone Communities. Taxable bonds, which also can provide favorable interest rates, are not subject to the same federal restrictions. They may be used on a wider range of businesses without dollar limitations and for such purposes as debt refinancing or working capital.

Statewide Loan Pool for Business:

Through an arrangement between the New Jersey Economic Development Authority and New Jersey banks, loans from $50,000 up to $3 million for fixed assets and up to $500,000 for working capital are available. The New Jersey Economic Development Authority provides up to 25% of the financing subordinate to 75% bank participation. Also, the New Jersey Economic Development Authority will provide up to $250,000 of the loan at a below-market interest rate and also may guarantee up to 30% of the bank portion.

Local Development Financing Fund:

The New Jersey Economic Development Authority's Local Development Financing Fund is aimed at stimulating commercial and industrial projects in Urban Aid communities through matched fixed-asset loans. Low-interest local development loans can range from $50,000 to $2 million. The host municipality must sponsor the request for financial assistance.

Fund for Community Economic Development:

Loans and loan guarantees are made to urban-based community organizations that in turn make loans to microenterprises and small businesses which may not qualify for traditional bank financing. Affordable capital is provided to fill financing gaps in the development of community facilities and other real estate-based economic development projects. Funds are available to local groups to finance feasibility studies and other predevelopment costs to determine if a real estate project is viable. Technical assistance is also available to support the long-term growth and viability of individual organizations.

Real Estate Development

The New Jersey Economic Development Authority supports the creation of jobs and ratables principally in the urban centers of the state by providing assistance for projects that are consistent with state and local economic development objectives. The NJEDA's main development focus targets urban-aid municipalities. In pursuing that goal, the NJEDA has engaged in a large number of projects in the development of centers identified in the State Plan. Examples include the New Jersey Performing Arts Center in Newark, the Blockbuster-Sony Music Entertainment Center in Camden and the Jersey City Medical Center. It also supports the growth of important industry sectors such as the Technology Center in New Brunswick.

Sustainable Loan Fund:

The Sustainable Loan Fund, that provides low-interest loans of up to $250,000, is targeted to assist companies wishing to improve the environmental quality of their operations. Preference for loans is given to firms that locate in urban and town centers near existing infrastructure and mass transit.

Brownfields Incentive for Industrial Cleanup

The New Jersey Commerce & Economic Growth Commission provides significant incentive program to developers who remediate and redevelop contaminated sites. A developer may enter into a redevelopment agreement with the Secretary of Commerce that allows for recovery of up to 75% of the cost of remediation once the redevelopment project has begun to realize the new tax revenues in an amount sufficient to cover the cost of remediation. The developer must be a nonresponsible party, who agrees to undertake and complete the cleanup to the satisfaction of the New Jersey Department of Environmental Protection.

Hazardous Discharge Site Remediation Loan & Grant Program:

Businesses may qualify for loans up to $1 million for up to 10 years for site investigation and cleanup. The interest rate is the Federal Discount Rate at approval or closing of contaminated sites, whichever is lower, with a minimum of 5%. Loan guarantees are also available.

Customized Training Program:

The New Jersey Department of Labor's Customized Training Program promotes the creation and retention of high-skill, high-wage jobs through comprehensive workforce training. Financial assistance in the form of matching grants may be available to qualified businesses to offset some f the costs of occupational training in the workplace. Training plans are largely designed by the employer. Training may be classroom based or on the job. Applicants may select a third-party training vendor such as New Jersey community colleges, four-year colleges/universities, county vocational schools, or private training organizations.

Urban Enterprise Zone Program

The New Jersey Urban Enterprise Zone Program was created to stimulate economic development and job creation in the State's designated zones. Participating businesses located in these zones are eligible to receive incentives, including sales tax exemptions for building materials, equipment and supplies invested or used at the certified site, corporation tax benefits, and unemployment insurance rebates. Retailers charge only half the current sales tax on most "in person" purchases. Receipts from retail sales are deposited into a Zone Assistance Fund to which zone municipalities may apply for funding for projects within the urban enterprise zones. Over $315 million has been approved from the Zone Assistance Fund for more than 1,000 zone projects. The Program's over 6,500 participating businesses have created over 50,000 full-time jobs and 5,000 part-time jobs since the program's inception in 1984. These companies employ 150,000 full-time employees and project hiring nearly 25,000 employees this coming program year. Companies have invested over $9.9 billion to date in their businesses. They will invest another $1.9 billion in the upcoming program year.

Benefits to Qualified Businesses Include:

- Reduced Sales tax (3.5% vs. 7% outside the UEZ)
- Sales tax exemptions
- Corporate tax credit for the hiring of certain designated employee groups
- Subsidized unemployment insurance costs
- Priority assistance for the Local Development Fund Program

NJ Redevelopment Authority:

The New Jersey Urban Redevelopment Act created the New Jersey Redevelopment Authority (NJRA) in 1996 to spearhead the economic development efforts in New Jersey's urban communities. The NJRA became operational in April 1997 and began focusing on investing in neighborhood-based redevelopment projects. Through the New Jersey Redevelopment Act, the NJRA has also assumed the assets and liabilities of the former Urban Development Corporation.

The Authority offers:

- low and no interest loans
- equity investments loan guarantees
- technical assistance

The NJRA partners with community-based organizations, developers and businesses to leverage its resources to formulate and develop redevelopment projects to increase economic opportunities in 67 eligible communities. The NJRA's primary interest is to ensure that projects developed are urban-focused, neighborhood-based and investment-driven. The NJRA's commitment to projects goes well beyond financing. The NJRA is taking a comprehensive approach to economic development opportunities that are "Creative Community Investments."

Technology Certification Program:

This Innovative program allows new or expanding technology and biotechnology businesses to turn their tax losses and credits into cash to grow their businesses. Approved businesses may sell their unused net-operating-loss carry forwards and unused research and development tax-credit carry forwards to any corporate taxpayer in the state for at least 75% of the value of the tax benefits. They can then use the money raised for working capital to buy equipment or facilities or for other business expenses. To qualify, the technology or biotechnology business must have 225 employees or less of which at least 75% must be based in New Jersey and meet certain other criteria.

Technology Transfer & Commercialization Program:

This competitive investment program administered by the Commission on Science & Technology is a funding source for small, for-profit technology companies, to conduct product or process development projects with a near-term commercial outcome. Loans range from $50,000 to $250,000 and companies are required to repay only the principal amount of the loan. Companies eligible for this funding must be New Jersey based or plan to relocate to New Jersey.

Early Stage Enterprise (ESE) Seed Investment Fund:

Very young technology enterprises may be eligible to receive investments ranging from $50,000 to $1.5 million.

SBIR Bridge Loan Program:

Applicants for federal Small Business Innovation Research grants may receive loans which help bridge the time and financial gap between the awarding of Phase I and Phase II of the federal SBIR grants.

Edison Venture Finance Fund:

To increase the availability of venture capital to New Jersey businesses, the Edison Venture Fund makes investments in emerging technology businesses in the mid-Atlantic region, including New Jersey. The Edison Venture Fund has committed to target one-third of its capital to New Jersey-based businesses. The New Jersey Economic Development Authority has invested in this fund and refers qualified high-tech companies to the fund for financing.

R & D Tax Credit Carry Forward Extension:

This law allows Research & Development Tax Credits to be carried forward for a period of 15 years. These credits must be incurred during period on or after 7/1/98, but no later than 6/30/01. Current law allows Research and Development Tax Credits to be carried forward for a period of seven years. New Jersey corporate business taxpayers are eligible if they have incurred qualified research expenses (pursuant to IRC 41 as of 6/30/92) in the following areas: advanced computing, advanced materials, biotechnology, electronic device technology, environmental technology, and medical device technology.

NJ Manufacturing Extension Program:

This innovative program allows new or expanding technology and biotechnology businesses to turn their tax losses and credits into cash to grow their businesses. Approved businesses may sell their unused net-operating-loss carry forwards and unused research and development tax-credit carry forwards to any corporate taxpayer in the state for at least 75% of the value of the tax benefits. They can then use the money raised for working capital to buy equipment or facilities or for other business expenses. To qualify, the technology or biotechnology business must have 225 employees or less of which at least 75% must be based in New Jersey and meet certain other criteria.

R & D Excellence Program:

This program is intended to create and/or mature new scientific and technology areas, which have potential for products, services, or processes important to New Jersey's future economic development. This multi-year grant program is available to academic research centers to work in collaboration with industrial partners.

Advanced Technology Centers:

Research Centers of excellence are located at New Jersey's major academic institutions, serving industry by offering and enhancing academic/industrial technology collaboration opportunities in a variety of disciplines. Advanced Technology Centers are designed to focus on strong industrial/academic R& D partnerships for continuous innovation to increase productivity, global competitiveness and profits

Technology Business Incubators:

Seven incubator facilities provide start-up and small firms with low-cost office, light manufacturing and/or laboratory space, shared central facilities, and business training and assistance. The Commission on Science & Technology expects to develop an additional five new incubators in New Jersey within the next two years. This expansion will allow New Jersey and its businesses to enjoy the economic benefits that can be derived from the incubation model.

Technology Centre of New Jersey:

Designed by the New Jersey Economic Development Authority, the Technology Centre of New Jersey, conveniently located in Central Jersey, is a collaborative effort by the State of New Jersey, private corporations, and academia featuring state-of-the-art, affordable laboratory, office, and production facilities for emerging and established technology companies.

Washington Technical Liaison:

The Technical Liaison Consultant provides New Jersey business with assistance in identifying available finding opportunities from the federal Small Business Innovation Research Program and other federal funding sources.