

Harrison Township  
Gloucester County, New Jersey

Richwood  
Redevelopment Area  
Preliminary  
Investigation 2008

Redevelopment Preliminary  
Investigation Report  
pursuant to Harrison Township  
Committee Resolution 125-2008.

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Robert F. Melvin, PP/AICP  
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## Introduction

The analysis presented within this document serves as the basis for our recommendation that certain lands located adjacent to the intersection of Route 55 and Route 322 in Harrison Township, Gloucester County, New Jersey are in need of a redevelopment designation and warrant accompanying guidelines that will ensure that the site is developed in a manner that adheres to local and state plans, incorporates sound principals of urban planning and design, promotes the public welfare, and contributes to the sustainable economic development of the Township. The lands in question include 443 acres of farmland, residential, and limited commercial all located along state and county roadways.

The area falls under the Township's Planned Village Center ordinance, which promotes traditional neighborhood uses within a compact area. While the Planned Village Center overlay zone is in place to encourage the development of a center on these parcels, the diverse ownership of the properties on the site inhibits the process of the development of the town center.

# The Redevelopment Act

New Jersey's Local Redevelopment and Housing Law (LRHL), empowers municipalities and local governments with the ability to initiate a process that transforms underutilized or poorly designed properties into healthier, more vibrant, or economically productive land areas. The process has been used successfully across the state to creatively improve properties meeting statutory redevelopment criteria. Projects approved for redevelopment are often eligible for certain types of technical and financial assistance from the state.

Harrison Township has identified the Richwood site as an opportunity for redevelopment in accordance with the provisions of the LRHL. This investigation encompasses the area bound by Route 55, Williamson Lane, Richwood/Barnsboro Road, and the Mantua Township line.

## Purpose of Preliminary Investigation

### *Redevelopment Procedure*

The LRHL requires municipalities to perform a number of steps before it may exercise its Redevelopment powers. This process is meant, in part, to ensure that the Governing Body acts in concert with the goals and objectives of the Township's Master Plan. Recognizing the Planning Board's role as the steward of the Master Plan, these steps require the Planning Board to make recommendations to the Township Committee. The required steps are as follows:

- a. The Governing body must adopt a resolution directing the Planning Board to perform a preliminary investigation to determine whether a specified area is in need of redevelopment according to criteria set forth in the LRHL (N.J.S.A. 40A:12A-5).
- b. The Planning Board must prepare and make available a map delineating the boundaries of the proposed redevelopment area, specifying the parcels to be included in it. This map should be accompanied by a statement setting forth the basis of the investigation.
- c. The Planning Board must then conduct the investigation and produce a report presenting the findings. The Board must also hold a duly noticed hearing to present the results of the investigation and to allow interested parties to give testimony. The Planning Board then may adopt a resolution recommending a course of action to the Governing Body.
- d. The Governing Body may act on this recommendation by adopting a resolution designating the area an "Area in Need of Redevelopment".

The Governing Body must make the final determination as to the Redevelopment Area boundaries, although these are typically accepted as recommended by the Planning Board.

- e. A Redevelopment Plan must be prepared establishing the goals, objectives, and specific actions to be taken with regard to the "Area in Need of Redevelopment."
- f. The Governing Body may then act on the Plan by passing an ordinance adopting the Plan as an amendment to Township's Zoning Ordinance.

### ***Current Progress***

The Harrison Township Committee adopted a resolution on July 9, 2008 (Resolution 125-2008) instructing the Planning Board to initiate an investigation in accordance with Part "a" above. Together with its accompanying maps, this report is meant to satisfy parts "b", and "c" above.

This analysis concerns 109 lots that together comprise approximately 443 acres. This analysis will determine if these sites warrant redevelopment based upon the statutory criteria of the LRHL. This report will conclude by recommending which, if any, parcels should be included in any redevelopment designation in order to produce an effective, comprehensive redevelopment plan for the area.

## **Description of Study Area**

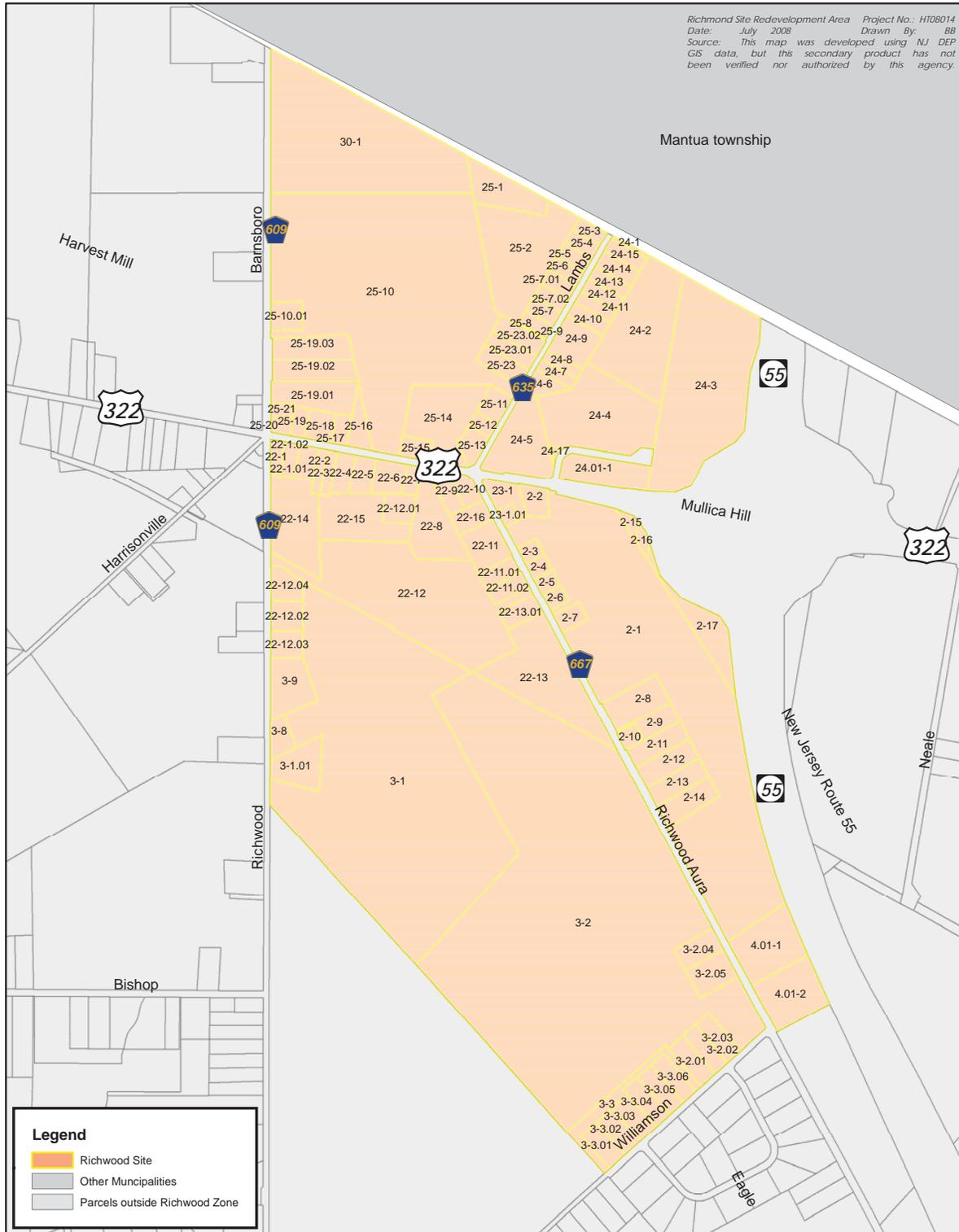
The 443-acre site is located adjacent to the intersection of Routes 55 and 322. It is bounded by Route 55 to the east, Williamson Lane to the south, Richwood/Barnsboro Road to the west, and the Mantua Township line to the north. The site is comprised mainly of farmland, orchards, and single-family residential units. There is some limited commercial located along US Route 322, including a bank, a post-office, a vacant restaurant and a pool store. Gloucester County Routes 609, 667, and 635 serve as the main roadways through the site in addition to Route 322. The single-family residential units all contain driveways that front onto the county roads, inhibiting the flow of traffic on these roadways.

Zoning in the site includes Village Residential, Village Center District, Institutional, Flexible Planning Industrial Commercial, Professional Office, Adult Community, and General Commercial. The entire site is contained within a Planned Village Center (PVC) Overlay zoning district. Appendix A contains a chart displaying the acreages, zoning and ownership of each parcel. Appendix B contains aerial photos of the study area, a zoning map, and a map depicting the State Planning Areas around the site.

Analysis is being presented on the following parcels in accordance with the Township Committee's resolutions:

<i>Block</i>	<i>Lot</i>
2	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
3	1, 1.01, 2, 2.01, 2.02, 2.03, 2.04, 2.05, 2.06, 3, 3.01, 3.02, 3.03, 3.04, 3.05, 3.06, 8, 9
4.01	1, 2
22	1, 1.01, 1.02, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 11.01, 11.02, 12, 12.02, 12.03, 12.04, 13, 13.01, 14, 16
23	1, 1.01
24	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17
24.01	1
25	1, 2, 3, 4, 5, 6, 7, 7.01, 7.02, 8, 10, 10.01, 10.02, 11, 12, 13, 14, 15, 16, 17, 18, 19, 19.01, 19.02, 19.03, 20, 21, 23, 23.01, 23.02
30	1

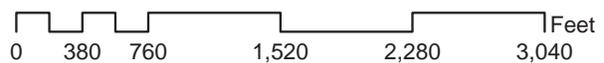
# The Redevelopment Study Area



Harrison Township  
 Gloucester County, New Jersey

GROUPmelvinDESIGN

Proposed  
 Redevelopment Area



## Statutory Criteria for Redevelopment

An area qualifies as being in need of redevelopment if it meets at least one of the eight statutory criteria listed in Section 5 of the Land Redevelopment and Housing Law. (N.J.S.A. 40A:12A-5) These criteria are as follows:

- a. The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
- b. The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.
- c. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography, or nature of the soil, is not likely to be developed through the instrumentality of private capital.
- d. Areas with buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, light and sanitary facilities, excessive land coverage, deleterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
- e. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein or other conditions, resulting in a stagnant or not fully productive condition of land potentially useful and valuable for contributing to and serving the public health, safety and welfare.
- f. Areas, in excess of five contiguous acres, whereon buildings or improvements have been destroyed, consumed by fire, demolished or altered by the action of storm, fire, cyclone, tornado, earthquake or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- g. In any municipality in which an enterprise zone has been designated pursuant to the "New Jersey Urban Enterprise Zones Act," P.L.1983, c.303 (C.52:27H-60 et seq.) the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan

for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment pursuant to sections 5 and 6 of P.L.1992, c.79 (C.40A:12A-5 and 40A:12A-6) for the purpose of granting tax exemptions within the enterprise zone district pursuant to the provisions of P.L.1991, c.431 (C.40A:20-1 et seq.) or the adoption of a tax abatement and exemption ordinance pursuant to the provisions of P.L.1991, c.441 (C.40A:21-1 et seq.). The municipality shall not utilize any other redevelopment powers within the urban enterprise zone unless the municipal governing body and planning board have also taken the actions and fulfilled the requirements prescribed in P.L.1992, c.79 (C.40A:12A-1 et al.) for determining that the area is in need of redevelopment or an area in need of rehabilitation and the municipal governing body has adopted a redevelopment plan ordinance including the area of the enterprise zone.

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

## Applicability of Statutory Criteria to the Project Area

Under the Local Redevelopment and Housing Law, an area may be deemed in need of redevelopment if it meets any one of the statutory criteria.

### *Criteria "b"*

The "b" criterion, Abandoned Commercial and Industrial Buildings, applies to one parcel within the study area:

- Block 22, Lot 1, contains a vacant commercial building. It is located at the corner of Richwood Road and Route 322 and contains a vacant, boarded-up fireplace and stove store. This parcel is approximately .83 acres (.2% of the overall site).

### *Criteria "c"*

The "c" criterion, Public and Vacant Land, applies to 7 parcels within the site comprising approximately 103 acres (23% of the site). Vacancy was determined by comparing the quarter quad aerial map (1995) and 2002 orthophotos from the New Jersey Department of Environmental Protection (NJDEP) as well as evidence from the site visit. NJDEP Land Use Land Cover data from 1995 to 1997 was also utilized to determine the change in land use over 10 years.

- Block 2, Lots 1, 15, 16, 17: These parcels are all located along either Route 322 or Route 55 and serve as buffers to the Route 55 corridor and intersection with Route 322. Lot 1 also runs along Richwood Aura

Road. Lot 1 was listed as "Orchards/Vineyards/Nursery/Horticulture" in 1995 and "Deciduous Brush/Shrubland" and "Old Field" in 2002. This change is reflected in the aerial photography and site visit, which depict this parcel as vacant land comprised of trees and ground vegetation. The change from agricultural uses to shrubland is evident by the increase in vegetation on the former fields since 1995. Lots 15, 16, and 17 were classified as "Other Urban or Built Up Land" and "Mixed Forest". Analysis of the aerials depicts unimproved, vacant land with no evidence of development on Lot 17, and forested land on Lots 15 and 16, with no change in land use since 1995.

- Block 4.01, Lot 1: This parcel currently contains open space mainly comprised of trees and ground vegetation. Land Use changed from "Cropland and Pastureland" in 1995 to "Mixed Deciduous/Coniferous Brush/Shrubland" in 2002. The 2002 classification is consistent with the current use determined by the site visit.
- Block 22, Lot 13: Lot 13, located along Richwood Aura Road, currently contains vacant land with cleared vegetation. This land was classified as "Orchards/Vineyards/Nursery/ Horticulture" in 1995 and "Deciduous Brush/Shrubland" in 2002. This is consistent with the aerial photography. The site visit provided evidence of previous vegetation that has been cut down.
- Block 24, Lots 5: This parcel contains a wooded area and vacant, boarded-up house. This land was classified as "Residential", "Other Urban or Built-up Land", and "Deciduous Forest" in 1995 and 2002. The aerial photography confirms these classifications; however, the "Other Urban or Built-up Land" section of the parcel has remained vacant land with no evidence of improvements over the entire time period since 1995.

These parcels all have a lack of means of access to developed sections of Harrison Township, inhibiting potential development due to the current state of Route 322, the main access road for these parcels. Based on the Delaware Regional Planning Commission study *Managing Change Along the US 322 Corridor: Land Use and Transportation Issues, Policies and Recommendations, Volume 1*, the section of Route 322 within the study area exhibits a peak hour level of service of "F" at the intersection of Richwood/Barnsboro Road and "C" at the intersection of Lambs Road/Richwood Aura Road (p. 43). The average annual daily traffic count along Route 322 within the Richwood site is 21,700 vehicles (p. 41). The roadway cannot handle additional capacity with its present configuration of one lane in each direction through this area. There are county plans to widen the roadway through this site and add left turn lanes at the intersections using public money. The current traffic congestion issues make development on these parcels very difficult due to this lack of access.

Block 25, Lot 10 also falls under criteria "c" due to the nature of the soil. This parcel has been identified as a brownfield site through NJDEP (case #04-08-05-1534-06) due to residual pesticide contamination. The site contains elevated levels of both arsenic and dieldrin. The usage of the site since 1995 has been "Cropland and Pastureland". The aerial photography confirms this usage. In order for the site to be

remediated, funds available for brownfields remediation in redevelopment areas would need to be applied in order to create an opportunity for development.

#### *Criteria "d"*

The "d" criterion, Obsolete Layout and Design, applies mainly to the residential parcels within the site as well as several commercial properties along Route 322. All of these properties have driveways that front directly onto either US Highway 322 or a county route. This configuration is neither conducive to traffic flow on these major roadways nor viewed as a safe condition. As such, from a planning perspective, the current layout of lot lines and land uses is considered detrimental to the health, safety, and general welfare of the community.

Route 322 is Gloucester County's only major arterial serving east-west circulation and is a primary route to the Jersey Shore. The Delaware Valley Regional Planning Commission (DVRPC) published two studies on the Route 322 corridor. *Managing Change Volume 1*, describes existing conditions that outline traffic issues along this roadway. The intersection of Route 322 and Richwood-Barnsboro Road received an "F" grade for level of service during both AM and PM peaks (p. 43). The intersection of Route 322 and Lambs Road received a "C" for both AM and PM peaks (p. 43). The study also examines the number of curb cuts per mile. Between Routes 609 and 55, there are an average of over 21 curb cuts per mile on the south side and 11-20 curb cuts per mile on the north side (p. 51). The number of curb cuts affects the safety of the roadway: "The placement of curb cuts can have significant impacts on the safety and quality of life of the surrounding neighborhood. The more curb cuts there are, the more turning movements may occur, slowing traffic and increasing the potential for accidents" (*Managing Change Vol. 1*, p. 49). The study states that the number of crashes between 2002 and 2004 along Route 322 between Main Street in Mullica Hill and Route 55 was 199, with 147 property-damage only and 52 injury crashes (p. 52).

Volume II of the *Managing Change* study provides recommendations for improving traffic flow and safety along the Route 322 corridor. Recommendations include:

- Widening both intersections to allow for the addition of left turn lanes on all approaches
- Extending the drop lane west of Lambs Road/Aura Road, which supports recommendations in the Harrison Township draft Traffic Study that suggests US 322 be widened to include two through lanes in each direction and left turn lanes at the intersections

The DVRPC study also contains a draft overlay ordinance for the corridor, with recommendations that prohibit driveway access directly onto Route 322, unless it is infeasible based on economic grounds (p. 82).

The current configuration of properties is viewed as an obsolete layout restricting the capacity and safety of the Highway System and ultimately impinging future development in the study area. Due to the obsolete layout and the deficit of roadway capacity on US Route 322, significant expansion of this cartway is necessary in order to address both existing conditions as well as future growth. To maximize the effectiveness of improvements, direct driveway access to US

Route 322 should be minimized. When the roadway is widened, many of the residential properties fronting on Route 322 become less viable and less safe as a high volume roadway encroaches closer to these single family residences. The county has long range plans to eliminate direct driveway access onto this portion of Route 322. The improvement of traffic flow and circulation along this route is essential in order to ensure the continued economic growth in the county.

The properties located along County Routes 609 (Richwood-Barnsboro Road), 635 (Lambs Road), and 667 (Richwood Aura Road) also fall under the criteria of obsolete layout and design due to faulty arrangement. These residential parcels contain driveways with curb cuts located on these county collector roads. According to the December 2006 *Gloucester County Specification Manual: Design Standards for Highway and Related Land Improvements in Gloucester County*, "driveways shall be so located as to avoid undue interference with or restrict the free movement of normal road traffic so that areas of traffic congestion will not be created" (p. 27). Development in this pattern of frequent curb cuts along these county roadways may restrict the free movement of traffic.

The county manual also addresses the placement of driveways to discourage frequent curb cuts: "Side by side driveway accesses or marginal service roads may be required to minimize the number of traffic movements to and from the County road" (p. 29). The present development pattern consists of residential properties with individual driveways fronting onto the County roadways, which increases the number of traffic movements onto the County road. The maps in Appendix C illustrate the present pattern. The manual also places priority on utilizing existing or proposed municipal internal roads as access points to lots instead of the county right-of-ways (p. 30) in order to discourage frequent curb cuts that impact the safety of the roadways. The current pattern increases health and safety risks on the roadways.

The properties comprise approximately 115 acres (26% of the overall site). These properties include:

- Block 2, Lots 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
- Block 3, Lots 1.01, 2.04, 2.05, 2.06, 8, 9
- Block 4.01, Lot 2
- Block 22, Lots 1.01, 1.02, 2, 3, 4, 5, 6, 7, 8, 9, 11, 11.01, 11.02, 12.02, 12.03, 12.04, 13.01, 16
- Block 23, Lots 1, 1.01,
- Block 24, Lots 6, 7, 8, 9, 10, 11, 12, 14, 15
- Block 24.01, Lot 1
- Block 25, Lots 2, 3, 4, 5, 6, 7.01, 7.02, 8, 10.01, 10.02, 11, 12, 14, 15, 16, 17, 18, 19.01, 19.02, 19.03, 20, 21, 23, 23.01, 23.02

#### *Criteria "e"*

The "e" criterion, lack of proper utilization, applies to all parcels within the site. The study area is comprised of 108 parcels located on 443 acres. The 108 parcels represent a diverse level of ownership, resulting in less than fully productive use of the land. In order for the study area to be comprehensively redeveloped and to have roadway infrastructure and utilities upgraded to a level that maximizes the

utility of the land and addresses regional circulation needs, it would be desirable to minimize the number of property owners within the study area. The diverse ownership of the overall study area contributes to a burden on the implementation of a comprehensive smart growth plan. Development of the site is not likely to happen using traditional techniques and piecemeal development.

The diverse ownership inhibits the correction of traffic issues on Route 322. Route 322 is the only contiguous east-west roadway in Gloucester County. It connects Pennsylvania to the New Jersey shore. During peak hours, many stretches of the highway fail, including the intersection of Route 609 and Route 322 in the study area. In the DVRPC *Managing Change* study, Volume 1, traffic problems associated with this corridor were examined. In 2000, the Average Annual Daily Traffic along Route 322 between Routes 609 and 635/667 was 21,700 (p. 41). The level of service for Route 322 at Route 609 was an F, with 83.6 second delays at the morning peak and 89.3 second delays at the evening peak (p. 43). Volume II of the study provides recommendations for the portion of 322 running through the Richwood site, including the widening of the roadway to two through lanes in each direction and the addition of left turn lanes at the major intersections. Gloucester County and DVRPC are working on solutions for this area. Limits to roadway capacity on Route 322 contribute to underutilization of land. Assembly of land in the redevelopment process allows for comprehensive planning and implementation of roadway infrastructure needed to effectuate development of the study area consistent with the Master Plan and zoning ordinances.

The entire site falls into the Planned Village Center Overlay Zone. The permitted uses for this area include residential, commercial, institutional, and recreational/open space (see Appendix B). The zoning within the site includes AC Adult Community Development, C-1 Village Center, INS Institutional, C-2 General Commercial, C-4 Flexible Commercial, C-6 Flexible Planning Commercial, C-56 Flexible Planned Industrial-Commercial, R-2 Residential, and PO Professional Office. None of the land is being used for any of these purposes at this time with the exception of R-2 residential along Lambs Road and Richwood Aura Road.

#### *Criteria "h"*

The "h" criterion, Smart Growth Consistency, applies to all parcels within the site. The State Planning Act (N.J.S.A. 52:18A-196 et seq.), adopted in 1985, establishes the framework, for State policies and regulations related to smart growth principles. Among the stated objectives in the Act that serve as this framework are the following:

- Protect the natural resources and qualities of the state, including, but not limited to: agricultural development areas, fresh and saltwater wetlands, flood plains, stream corridors, aquifer recharge areas, steep slopes, areas of unique flora and fauna, and areas with scenic, historic, cultural and recreational values;
- Promote development and redevelopment in a manner consistent with sound planning and where infrastructure can be provided at private expense or with reasonable expenditures of public funds. This should not

- be construed to give preferential treatment to new construction;
- Identify areas for growth, limited growth, agriculture, open space conservation and other appropriate designations that the commission may deem necessary;
- Coordinate planning activities and establish statewide planning objectives in the following areas: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.

The New Jersey State Development and Redevelopment Plan, adopted pursuant to the State Planning Act, contains a series of smart growth goals and policies and a map which reflects desired growth patterns. Planning Area 1 (Metropolitan), Planning Area 2 (Suburban) and Centers are the places on the State Plan Policy Map where the bulk of future growth should be directed, according to the Plan. The following language supports this conclusion:

*Metropolitan Planning Area: PA 1 – Provide for much of the state’s future redevelopment...promote growth in compact forms... (2001 State Plan, p. 186)*

*Suburban Planning Area: PA 2 – Provide for much of the state’s future development; promote growth in Centers and other compact forms...Guide development and redevelopment into more compact forms (ibid, pp. 186, 198)*

*Centers are the State Plan’s preferred vehicle for accommodating growth. (ibid, p. 230)* Centers are described as compact communities that have a diversity of housing types, contain a mix of residential, commercial, civic, and open space uses, host a highly connected transportation network that supports alternative modes of travel, and are designed to human scale. Centers have existing or planned infrastructure to support them. They should be linked to each other and to Planning Areas 1 and 2 via transportation systems (i.e. highways and transit corridors). According to the State Plan, Centers are considerably more efficient than sprawl by providing more efficient infrastructure service and preventing wasteful consumption of land.

The site in question satisfies the “h” criterion under the Local Redevelopment and Housing Law. The site is located in Planning Area 2, identified as an area for growth under the State Plan. Planning Area 2 continues east for a short distance before merging with PA 1 in Pitman and Glassboro Boroughs.

The objectives of State Planning Area 2 are consistent with the proposed redevelopment of the site:

- Land Use: Guide development and redevelopment into more compact forms - Centers and former single-use developments that have been retrofitted or restructured to accommodate mixed use development, redevelopment, services and cultural amenities.

- **Housing:** Provide a full range of housing choices primarily in Centers at appropriate densities to accommodate the area's projected growth. Focus multi-family and higher-density, single-family housing in Centers.
- **Economic Development:** Guide opportunities for economic development into Centers or existing pedestrian- and transit-supportive single-use areas and target new jobs to these locations.
- **Transportation:** Maintain and enhance a transportation system that links Centers and existing large single-use areas to each other...Emphasize the use of public transportation systems and alternative modes of transportation where appropriate and feasible, and maximize circulation and mobility options (including pedestrian and bicycle connections between developments) throughout.
- **Natural Resource Conservation:** Conserve continuous natural systems, strategically locate open space, and buffer Critical Environmental Sites. Use open space to reinforce neighborhood and community identity, and protect natural linear systems, including regional systems that link into other Planning Areas.
- **Agriculture:** Guide development to ensure the continued viability of agriculture and the retention of productive farmland in strategically located agricultural areas and in other adjacent Planning Areas.
- **Recreation:** Provide maximum active and passive recreational opportunities and facilities at the neighborhood, local, and regional levels, by concentrating on the maintenance and rehabilitation of existing parks and open space, while expanding and linking the system through redevelopment and reclamation projects.
- **Redevelopment:** Take full advantage of the opportunities available under the state's redevelopment statutes to promote new Centers and retrofit existing areas with mixed-uses and higher densities.

The site has ready access to existing and planned infrastructure. It sits immediately adjacent to an interchange of two regional highways. Route 55, a State highway, serves as a commuter route for residents in Cumberland and Gloucester Counties working in Camden and the Philadelphia area. Route 322, also a State highway, connects Interstate 95 in Pennsylvania via the Commodore Barry Bridge to Atlantic City and en route, provides connections to the New Jersey Turnpike and to Interstate 295. It is the only major east-west corridor in Gloucester County. Exit 2 of the Turnpike is located in Woolwich Township near the border of Harrison, and approximately 6.5 miles from the site in question.

The site is located in the Richwood Sewer Service Area. Redevelopment of the site will rely on a treatment plant currently being designed under the Township's direction. Most likely, the plant will be constructed either by a private developer

with interests in the site in question, by Rowan University, or jointly between the two entities.

The State Plan discourages the continuation of sprawling development patterns that consume farmland and open space. Consistent with this notion, Harrison Township wishes to plan for a mixed use, high density, compact new village as a way to organize development, and to do so in an area subject to encroaching developments. The applicable zoning regulations provide for a Planned Village Center Overlay Zone. Regulations require mixed use, mixed housing types at gross densities of up to four units to the acre, commercial uses, civic/institutional uses and open space and parks.

A new village center on this site will maximize both local access within the site and regional access to other nearby Centers and to Planning Areas 1 and 2. Higher density Centers are generally served by an integrated and highly connected network of roads and pedestrian paths, maximizing access within the site. A conceptual plan submitted to the Township by a private developer reflects this type of internal grid system. In terms of regional connectivity, Rowan University's 188-acre West Campus is immediately east of the Route 55/322 interchange, in PA 2. This is the location of the South Jersey Technology Park in Mantua Township. The University also owns another large parcel in Harrison Township immediately south of this site. Pitman and Glassboro Boroughs, located in PA 1, are a short distance from the site in question. As noted above, the site's location adjacent to a major highway interchange links it to other Centers and PA 1 and 2 throughout the region.

Finally, designation of the site as an area in need of redevelopment is consistent with the State Planning Act's recognition of intergovernmental coordination in the planning process. Harrison Township is one of three municipalities that were the focus of a recent study by the Delaware Valley Regional Planning Commission (*Managing Change Along the US 322 Corridor: Land Use & Transportation Issues, Policies & Recommendations, Volume 2: Framework Plan*, June 2007). The document calls for coordination of transportation infrastructure improvements and land use decisions throughout the study area in order to address congestion, support economic growth and encourage Smart Growth principles for future development. DVRPC recommends a mixed use, village center solution for the site in question, coupled with an integrated network of new roads and improvements to Route 322 to help relieve existing congestion on the highway. This study was done in cooperation with the New Jersey Department of Transportation, Gloucester County and the three municipalities.

## Conclusions and Recommendations

Based on the above analysis and findings, it is concluded that the conditions in the study area qualify as an "Area in Need of Redevelopment" as defined in N.J.S.A. 40A:12A-5). As described above, all areas in question fall into one or more the following statutory criteria listed in the Local Redevelopment Housing Law (N.J.S.A. 40A:12A-1):

- B - Abandoned Commercial and Industrial Buildings
- C - Public and Vacant
- D - Obsolete Layout and Design
- E - Underutilization
- H - Smart Growth Consistency

The Planning Board, upon adoption of a resolution, hereby recommends to the Governing Body that the study area be found to be an "Area in Need of Redevelopment" in accordance with N.J.S.A 40A:12A-5 pursuant to the findings of this report. The Planning Board further recommends that the Governing Body find that the attached Redevelopment Plan is consistent with intentions of the Township's Master Plan to utilize the Richwood Site as a Planned Village Center.



---

# Appendices—

# Appendix A

Block	Lot	Acreage	Zoning	Ownership
2	1	42.33	C1/C2	Reuter, George Jr.
2	2	0.77	C1	Farmer's National Bank of Mullica Hill
2	3	0.43	C1	Ladner, Charles J. and Denise C.
2	4	0.43	C1	Revelli, Dennis and Theresa
2	5	0.44	C1	Turk, Harold F. and Claire M.
2	6	0.51	C1	Grimshaw, Steven and Eileen
2	7	0.67	C1	Ross, Hubert L. and Bernadette
2	8	2.30	C1	Berg, Don S. and Kathleen M.
2	9	1.05	C1	Van Dzura, Gary and Elizabeth
2	10	1.67	C1	Van Dzura, Gary and Elizabeth
2	11	1.60	C1	Curry, Mark Allen and Suzanne C.
2	12	1.61	C1	Domanski, John and Florence
2	13	1.60	C1	Brady, Lawrence W. and Doris L.
2	14	1.60	C1	Casella, Alfio and Carol J.
2	15	0.43	C1	Zee, Douglas Jr.
2	16	0.33	C1	Zee, Douglas Jr.
2	17	2.65	C1	Zee, Douglas Jr.
3	1	56.91	ADUL	Madison/Canuso Richwood Village, LLC
3	1.01	2.24	R2	Reuter, William P. and Laurene
3	2	2.00	ADUL	Madison/Canuso Richwood Village, LLC
3	2	85.48	ADUL	Canglo at Richwood, LLC
3	2.01	1.04	R2	Emerich, James and Donna
3	2.02	1.04	ADUL	Kerasinis, Marko and Joyce
3	2.03	1.04	ADUL	Fox, William J. and Betsy B.
3	2.04	1.13	ADUL	Danza, Mark W. and Robyn T.
3	2.05	1.50	ADUL	Gambino, Enrico and Grisel
3	2.06	1.02	R2	Reuter, Drew Thomas and Amy
3	3	1.19	R2	Canglo at Richwood, LLC
3	3.01	1.06	R2	Wirtz, Gary and Karen
3	3.02	1.06	R2	Kanicki, Rita
3	3.03	1.06	R2	Bennett, Robert W. and Kutcher, Sharon
3	3.04	1.05	R2	Ferrante, Marco A and Sharon
3	3.05	1.05	R2	Turner, Howard and Shirley
3	3.06	1.05	R2	Miller, Samuel D. and Christine G.
3	8	1.35	R2	Reuter, Wm c/o Ronald Reuter
3	9	2.10	R2	Fitch, Fredric B. and Antoinette J.
4.01	1	4.08	C2	Sebastiani, Andrea and Patricia
4.01	2	4.09	C2	Eisenhart Real Estate, LLC
22	1	0.59	PO	Clement, Howard and Alice
22	1.01	0.83	PO	Gray, Dewey
22	1.02	0.69	PO	Clement, Howard and Alice
22	2	0.52	PO	Fernee, Jonathan
22	3	0.52	PO	Walton, Bruce R. and Patricia R.
22	4	0.94	PO	Manzo, Edward Jr. and Patricia
22	5	1.00	PO	Sammis, Linn D. Jr.

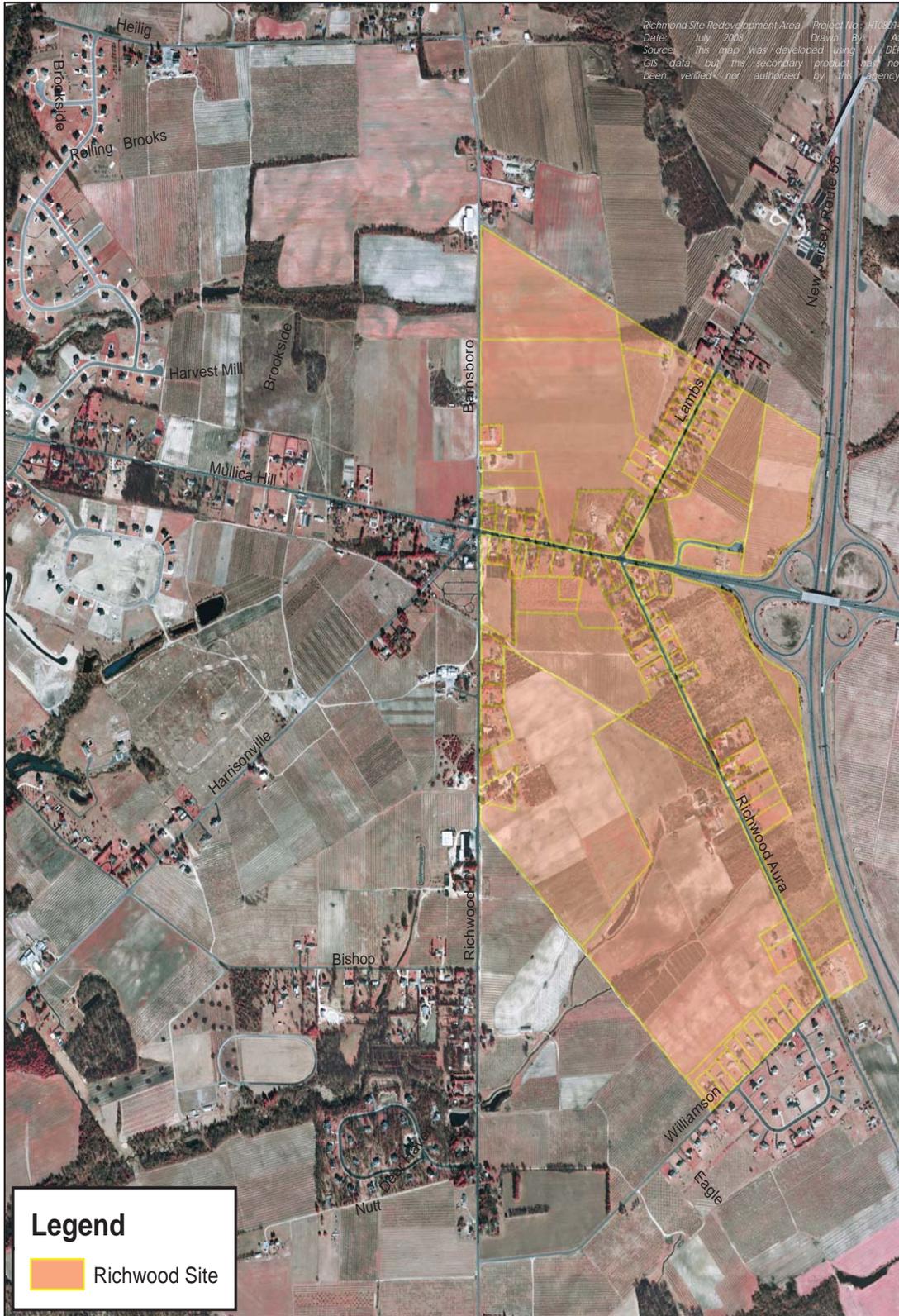
# Appendix A

Block	Lot	Acreage	Zoning	Ownership
22	6	0.79	PO	Champion, Jennifer
22	7	5.91	PO	Battle, Raymond H. and Mary C.
22	8	3.65	PO	Reeves, Dolores, Albert, and Mark W.
22	9	1.00	PO	Reeves, Albert C. and Dolores
22	10	1.06	PO	Reeves, Dolores, Albert, and Mark W.
22	11	1.97	PO	Cooke, Ann V.
22	11.01	0.76	PO	Cavalieri, Thomas A. and Donna M.
22	11.02	0.79	PO	Turk, Donald E.
22	12	18.46	ADUL	Madison/Canuso Richwood Village, LLC
22	12.02	1.23	R2	Grimshaw, Joseph and Donna Jean
22	12.03	1.23	R2	Russo, Frank R. and Alice E.
22	12.04	1.19	R2	Richwood United Methodist Church
22	13	7.96	AD/P	Canglo at Richwood, LLC
22	13.01	1.00	PO	Dahloff, Vernon Jr.
22	14	4.08	INS	Richwood United Methodist Church
22	16	1.00	PO	Cooke, Robert A. and Sharon D.
23	1	1.39	C1	Hughes, Ralph D.
23	1.01	0.35	C1	Zee Orchards, Inc.
24	2	9.20	C55	Madara, William H.
24	3	17.70	C55	Ott, Dolores and Doptis, D and Wright, G
24	4	8.57	C55	Madara, William H.
24	5	4.78	C55	Procacci, Michael J. Jr.
24	6	0.96	R2	Hitchner, Walter M. and Kathleen A.
24	7	0.50	R2	Long, Merrill and Longo III
24	8	0.54	R2	Hughes, James J. and Francis
24	9	2.02	R2	Pape, Carl J.
24	10	0.70	R2	Smith, Dr. Chester A.
24	11	0.70	R2	Collins, John E. and Anne Doris
24	12	0.65	R2	Shoff, John P. and Brenda L.
24	13	0.65	R2	Madara, William H.
24	14	0.81	R2	Stefanovich, Larry Jr. and Alice
24	15	0.69	R2	Kinney, Joann
24	17	9.28	C55	Madara, William H.
24.01	1	2.99	C55	Burke, Edward H.
25	1	1.25	R2	Fred Smith Orchards, Inc.
25	2	10.25	R2	Madara, William H. Jr. and Cynthia A.
25	3	0.17	R2	Mitchell, Paul C. and Gilda S.
25	4	0.58	R2	Szymanski, John J. and Diane T.
25	5	0.56	R2	Gill, Charles E.
25	6	0.56	R2	Hunt, William R. and Theresa M.
25	7	0.56	R2	Falzarano, Michael Jr. and Roberta L.
25	7.01	0.56	R2	Smith, Willis J.
25	7.02	0.56	R2	Falzarano, Michael Jr. and Roberta L.
25	8	0.48	R2	Madara, William H. Jr. and Cynthia A.
25	10	46.77	R2	Madison/Canuso Richwood Village, LLC

# Appendix A

Block	Lot	Acreage	Zoning	Ownership
25	10.01	1.25	R2	Noakes, Catherine D. and William F. Jr.
25	10.02	1.00	R2	Noakes, Christopher A. and Stevi-Ann
25	11	0.87	C1	Cranmer, Russell W. and Sidney F.
25	12	0.54	C1	VanJomi, LLC
25	13	1.05	INS	Richwood Academy Association
25	14	3.77	C1	Van Schenk Brill, Michael and Suzanne
25	15	1.87	C1	Levco Enterprises, LLC
25	16	1.06	R2	Russo, Robert J. and Leigh C.
25	17	0.54	R2	Neale, Esther E. and C. Walker
25	18	1.58	R2	Clement, Robert Neil and Dianne
25	19	0.52	R2	Clement, Robert Neil and Dianne
25	19.01	2.69	R2	Kouyoumdji, Paul and Amal El-Khoury
25	19.02	2.07	R2	Franks, Brett P. and Judith A.
25	19.03	2.07	R2	Scordo, Pasquale and Lucrezia
25	20	0.57	R2	Gibbons, John and Jeanne
25	21	0.40	R2	Atkins, Curtis J. and Ruth W.
25	23	1.00	R2	Rossi, Mary and Frank, WM and Yacavone, B.
25	23.01	1.00	R2	Sidwa, Robert M. and Kathleen
25	23.02	1.00	R2	Fryer, Cindy
30	1	19.33	R1	Madison/Canuso Richwood Village, LLC

Aerial Image of Site and Adjacent Development



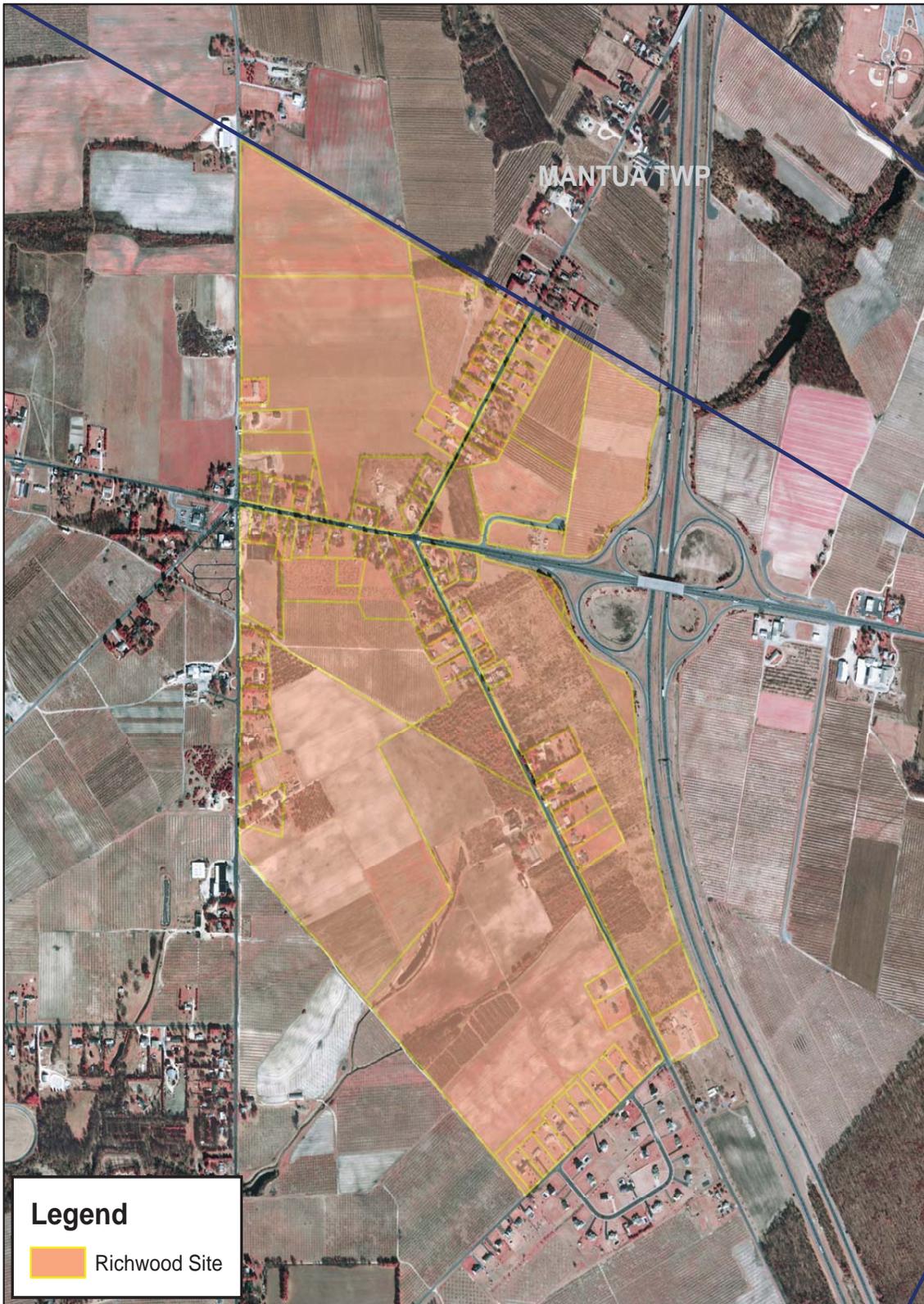
Harrison Township  
Gloucester County, New Jersey

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Richwood Site and  
Surrounding Development



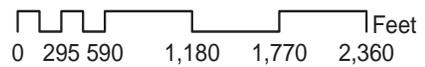
*Aerial Image of Richwood Site*



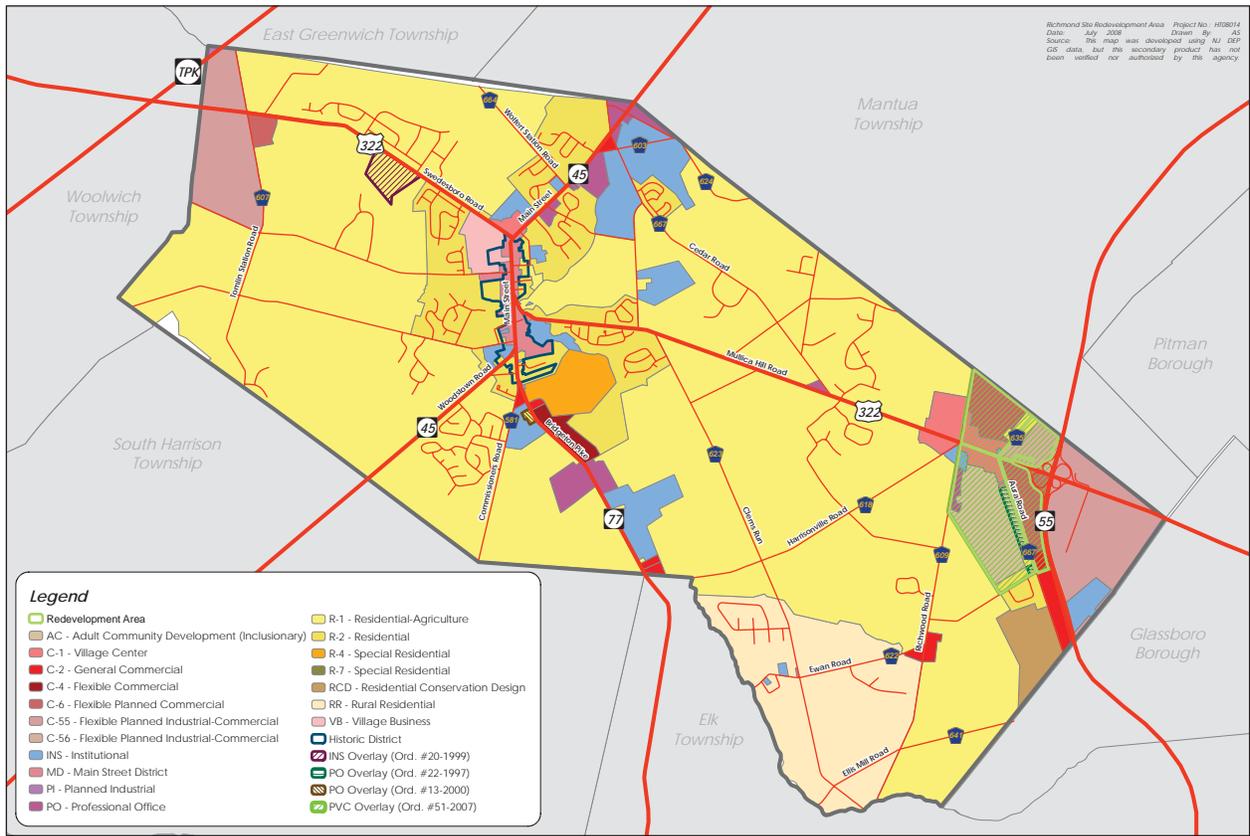
Harrison Township  
Gloucester County, New Jersey

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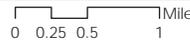
Richwood Site



Harrison Township Zoning



Harrison Township  
Gloucester County, New Jersey

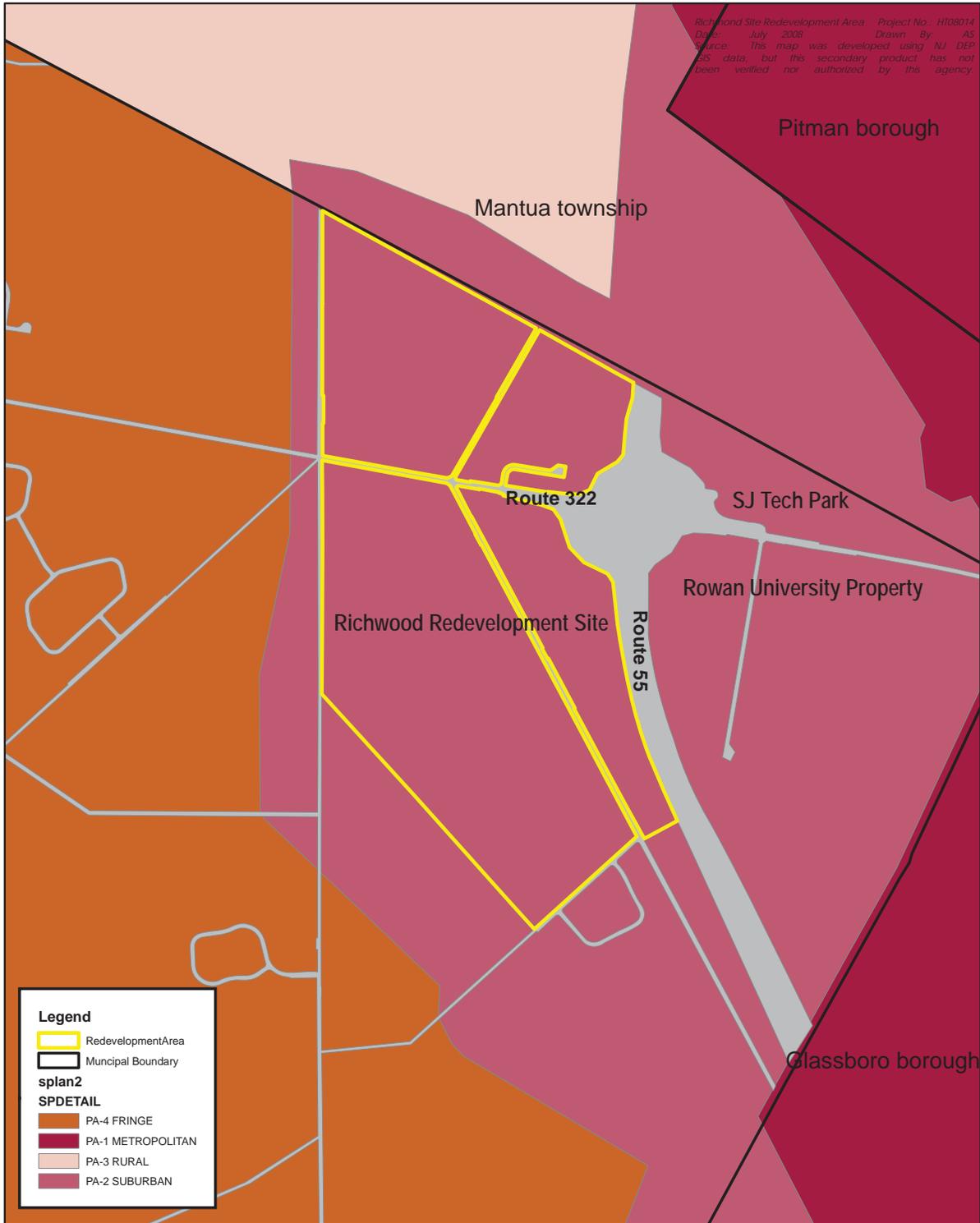


Zoning Districts

Permitted Uses: "PVC" Zone

- Single-family detached dwellings (Village House, Perimeter House, or Senior House)
- Single-family attached dwellings (townhouses, 2-family buildings, or other configurations)
- Flats (i.e. multi-family)
- Live/Work Units
- Business uses as permitted in Sections 225-16.B(1) and 16.1.C (single uses over 50,000 square feet permitted only on parcels adjacent to Route 55)
- Institutional (minimum of 8.5 acres utilized for schools, houses of worship, post offices, civic facilities, etc.)
- Recreational/Open Space uses
- Assisted Living/Congregate Care, which beds shall not be counted against gross density
- Lodging, such as hotels and bed and breakfast uses

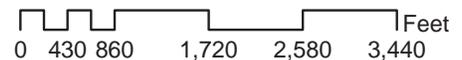
### Richwood Site State Planning Areas



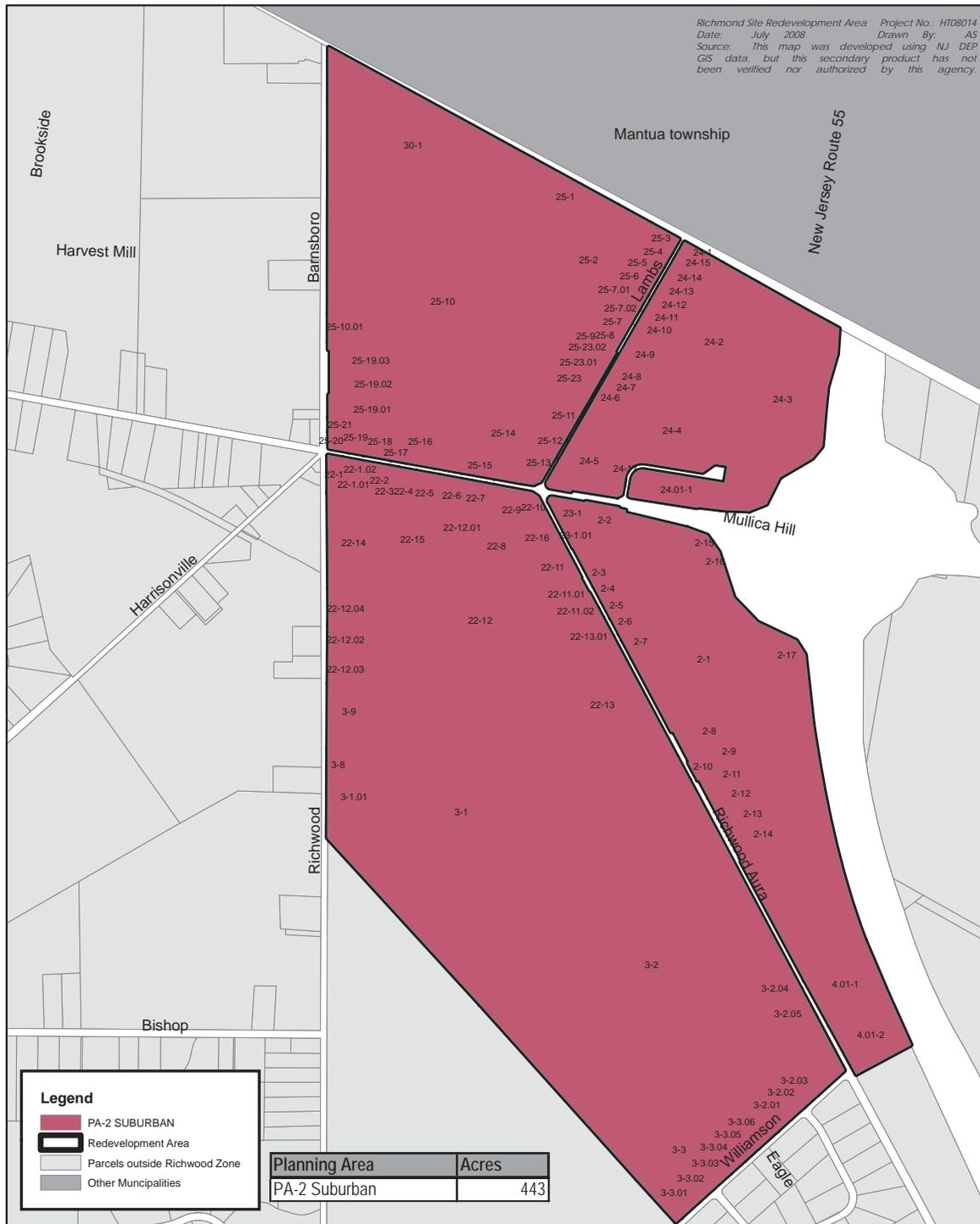
Harrison Township  
Gloucester County, New Jersey

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## Richwood Redevelopment State Planning Areas



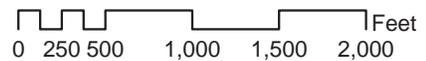
Richwood Site State Planning Areas



Harrison Township  
 Gloucester County, New Jersey

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Richwood Redevelopment  
 State Planning Areas



Criteria "b" Abandoned Commerical and Industrial



*block 22, lot 1*

Criteria "c" Public and Vacant Land



*block 2, lot 1*



*block 4.01, lot 1*



*block 22, lot 13*



*block 24, lot 5*



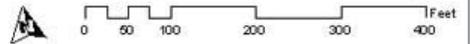
*block 25, lot 10*



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Gloucester County, New Jersey

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Criteria "d": Route 322 Corridor Residential

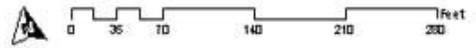




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Criteria "d": Route 609 Corridor Residential





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Gloucester County, New Jersey

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Criteria "d": Route 667 Corridor Residential





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Criteria "d": Route 635 Corridor Residential

