



# KING'S LANDING REDEVELOPMENT PLAN

Township of Harrison, New Jersey

Block 46, Lot 2; Block 47, Lots 1, 2, 3, 3.01, 4

DRAFT FOR ADOPTION BY THE PLANNING & ZONING BOARD



LAST REVISED MARCH 30, 2022

# ACKNOWLEDGMENTS

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# I. Introduction and Project Background

This Redevelopment Plan articulates the Township’s vision for portions of Block 46 and Block 47 and describes the standards and procedures for redevelopment in accordance with New Jersey Local Redevelopment and Housing Law (LRHL) (N.J.S.A. 40A:12A.1 et seq.).

On August 20, 2018, Harrison Township, through Resolution No. 151-2018 and 159-2018 directed the Joint Land Use Board to perform a Preliminary Investigation into the following parcels to ascertain whether this area qualifies under N.J.S.A. 40A:12A-5 as an “Area in Need of Redevelopment”:

- Block 46, Lots 2; Block 47, Lots 1, 2, 3, 3.01 and 4 (Resolution 151-2018) and Block 47, Lot 3.01 (Resolution 159-2018)

The Harrison Township Joint Land Use Board held a public hearing on notice to property owners and recommended designation of the area. The area was then designated an “Area in Need of Redevelopment” by the governing body.

For the purposes of this Redevelopment Plan, Block 46, Lot 2 and Block 47, Lots 1, 2, 3, 3.01, and 4, shall be referred to as the “King’s Landing Redevelopment Area” or the “Redevelopment Area.”

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

## A. Site Description

Block 46, Lot 2 and Block 47 Lots 1, 2, 3, 3.01 and 4 are privately-owned and have been vacant and unimproved for over 10 years. The MOD-IV property classifications for the study area parcels shows that Block 47, Lots 1, 2, and 3 and Block 46, Lot 2 are identified as Qualified Farms. Block 47, Lot 3.01 is located along Tomlin Station Road and is occupied by a 2.5 story home with accessory garages

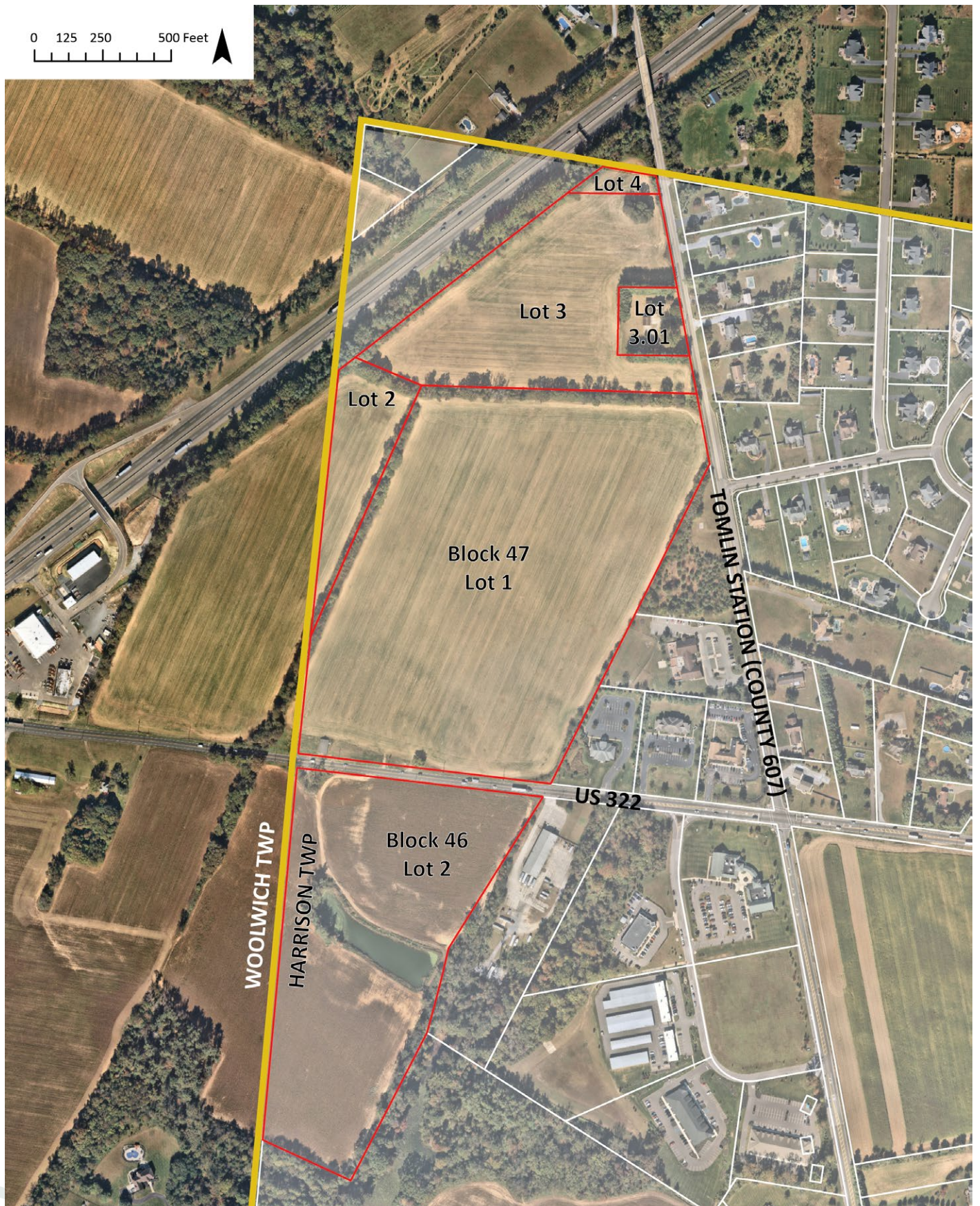
The boundary of the redevelopment plan site is illustrated in Figure 1.

## B. Location of Redevelopment Site

Redevelopment Area	
Block	Lot
46	2
47	1, 2, 3, 3.01, 4



Figure 1. Location of Redevelopment Site





## II. The Need for Redevelopment

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

1. The plan relationship to definite local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provisions for the temporary and permanent relocation, as necessary, of residents in the project area.
4. An identification of any property within the redevelopment area, which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities; (b) the master plan of the county in which the municipality is located; (c) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act”, P.L. 1985, c398 (C.52:18A-196 et al.)
6. An inventory of all housing units affordable to low- and moderate-income households that are to be removed as a result of the implementation of the redevelopment plan and a plan for the replacement of those units.
7. The proposed locations for zero-emission vehicle fueling and charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.
8. Provisions for affordable housing in accordance with the “Fair Housing Act,” P.L.1985, c.222 (C.52:27D-301 et al.) and the housing element of the municipal master plan, if applicable.
9. A description of the plan relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law” (MLUL).

## III. Relationship to Other Plans

### A. Harrison Township Plan

The primary planning goals of the 1999 Harrison Township Master Plan were identified in the categories of community character, historic preservation, natural features, agricultural lands, open space, visual character, community balance and community facilities. The goals and objectives listed below are drawn from that Master Plan as well as the most recent Master Plan Reexaminations for Harrison Township, which were completed in 2013 and 2016. Implementing this Redevelopment Plan will help Harrison Township achieve the following goals and objectives:

#### *Township Goals for Planning and Development*

- Provide for the continued scenic and low-density nature of the Township by guiding development and land uses to protect and enhance the character of the Township. Consider the importance of existing village centers to the present Township landscape and image and develop a land use plan and development regulations which protect their integrity.
- Protect the critical natural features and resources of the Township such as floodplains, woodlands, steep slopes, wetlands, and bodies of water. Use these natural features to organize and separate where necessary different types and intensities of land uses in the Township. Establish controls on the permitted disturbance of critical resources during land development.
- Establish policies governing the development of land that will promote the preservation of views from the roadway and which will retain the visual “rural character” of the community. It is in the Township’s interest to promote high quality development through architecturally compatible design. Establish design guidelines for

primary roadways and new developments to enhance the uniformity of the Township.

- Encourage mixed uses such as residential, commercial, and industrial to create a well-integrated community. A mix is encouraged for the convenience of the residents and enhancement of the tax base of the Township. The land use plan and development regulations should be designed to minimize conflicts between activities so that one land use

### *Employment Objectives*

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

### *Commercial Development Objectives*

- Orderly community growth should be promoted in areas where municipal services such as sewer and water are or will be available. Commercial enterprises outside village centers should be located in the immediate vicinity of the limited access highway interchanges as part of planned commercial developments and discouraged elsewhere in order to avoid the typical sprawl found in most suburban communities.
- Promote the development of attractive and safe neighborhood commercial centers which complement adjacent residential areas through the use of landscaping and buffers.
- Promote the development of commercial areas that are attractive to the motoring public through the use of landscaping and buffers and by adopting on-premise sign regulations which promote safety and prevent sign proliferation.

Overall, this Redevelopment Plan is compatible and consistent with the goals and objectives of the Harrison Township Master Plan.

## **B. Adjacent Municipalities**

Harrison Township is bordered by the municipalities of East Greenwich Township, Mantua Township, the Borough of Glassboro, Elk Township, South Harrison Township, and Woolwich.

This Redevelopment Plan is on the border on Harrison Township and the parcels cross over into Woolwich Township. The Redevelopment Plan is consistent with the “King’s Landing at Woolwich Township - 2021 Amendment to Redevelopment Plan” (Adopted July 17, 2017 and Revised September 2, 2019), which covers the Blocks and Lots directly adjacent to this Redevelopment Plan.

## **C. Gloucester County Plan**

The 2015 Community Vision for Gloucester County (“gc2040,” completed by the Delaware Valley Regional Planning Commission (“DVRPC”)) divides the County into three community types, consistent with the State Strategic Plan. The portion of Gloucester County in which Harrison Township is located is identified as a “Growing Suburb,” a community that has a significant number of developable upland acres remaining and that are experiencing or expected to experience significant population and/or employment growth. The DVRPC rated Harrison as more environmentally just than the County average in the County Vision. This Redevelopment Plan serves to fulfill the following policy goals outlined for areas such as Harrison:

- Create quality jobs for residents of all abilities;
- Provide better access to job centers throughout the county;

## D. State Development and Redevelopment Plan

The Plan is consistent with the policies associated with the State Plan Policy Map. The Redevelopment Area is located in the Rural Planning Area (PA4). The following State Plan Policy Objectives for PA4 are advanced by this Plan:

- Planning Area 4 Land Use Policy Objective: “Enhance economic and agricultural viability and rural character by guiding development and redevelopment into Centers. .... Development and redevelopment in the Environs should maintain or enhance the character of the area.” (p. 209)
- Planning Area 4 Economic Development Policy Objective: “Promote economic activities within Centers that complement and support the rural and agricultural communities and that provide diversity in the rural economy and opportunities for off-farm income and employment. Any economic development in the Environs should be planned and located to maintain or enhance the cultural and scenic qualities and with minimum impacts on agricultural resources.” (p. 209)
- Planning Area 4 Transportation Policy Objective: “Maintain and enhance a rural transportation system that links Centers to each other and to the Metropolitan and Suburban Planning Areas. Provide appropriate access of agricultural products to markets, accommodating the size and weight of modern agricultural equipment.” (p. 209)
- Planning Area 4 Redevelopment Policy Objective: “Encourage appropriate redevelopment in existing Centers and existing developed areas that have the potential to become Centers, or in ways that support Center-based development to accommodate growth that would otherwise occur in the Environs.” (p. 210)
- Planning Area 4 Public Facilities and Services Policy Objective: “Phase and program for construction as part of a dedicated capital improvement budget or as part of a public/private development agreement the extension or establishment of public facilities and services, particularly wastewater systems, to establish adequate levels of capital facilities and services to support Centers.” (p. 210)

The Redevelopment Plan will result in efficient and beneficial utilization of scarce land resources; while providing regional access to needed services; and promote economic development. As such, the Redevelopment Plan as detailed herein is in accordance with the State Development and Redevelopment Plan (2001).

## IV. Structure and Powers of Redevelopment Entity

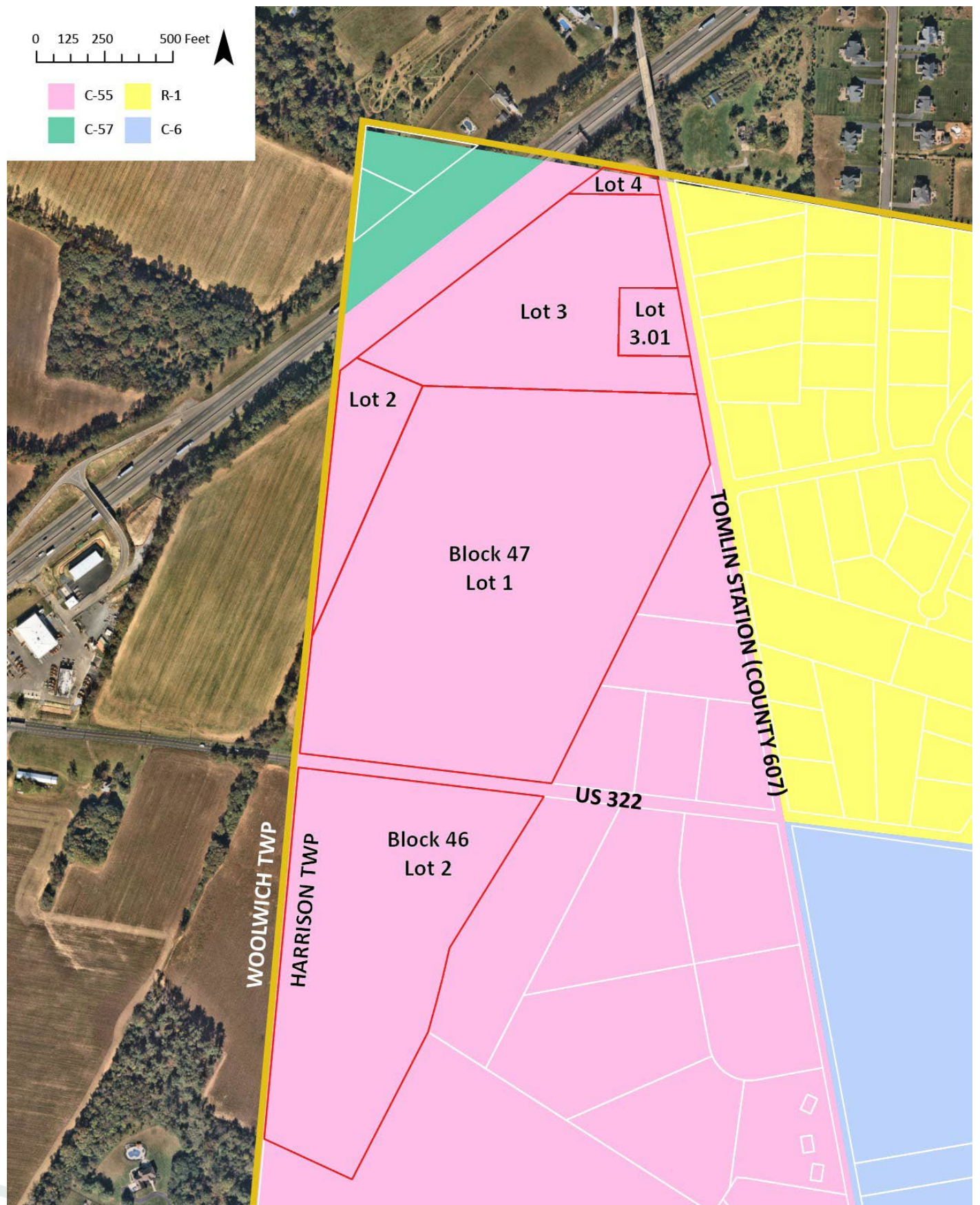
The Township Committee will assume the role of the Redevelopment Entity for the Redevelopment Area as permitted under the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et seq.). The Township Committee shall have the powers set forth in the Local Redevelopment and Housing Law to effectuate this Redevelopment Plan.

## V. Relationship to Zoning

The Zoning Map of the Township of Harrison should be amended to include this Redevelopment Area (Block 46: Lot 2 and 5; Block 47: Lots 1, 2, 3, 3.01, and 4) as identified, discussed, and outlined in this Redevelopment Plan. These Blocks and Lots currently fall within the C-57 Flexible Planned Industrial-Commercial District (Figure 2).



Figure 2. Existing Zoning



## VI. Redevelopment Plan

This chapter of the 2021 Amendment to the Redevelopment Plan provides the process and land use requirements for the redevelopment of the properties within the Kings Landing Redevelopment Area. The following uses, restrictions and special requirements shall be applicable within the designated areas, in addition to the underlying existing zoning and development regulations, only to an applicant, property owner, developer or redeveloper that has an executed Redevelopment Agreement with the Township. For an applicant, property owner, developer or redeveloper that has an executed Redevelopment Agreement with the Township, the provisions and requirements of this plan are intended to supplement and supersede the requirements of the Zoning Ordinance, except that in instances where the plan does not impose a supplemental or superseding control or requirement, the standards of the Zoning Ordinance shall apply. An executed Redevelopment Agreement with the Township shall be required (as a checklist item) as a part of an application submission for site plan approval to the Township Planning Board or as part of any other application for land use approvals utilizing zoning under this amendment. This Redevelopment Plan Amendment supersedes the underlying zoning for the parcels within the Redevelopment Area.

### Redevelopment Plan Vision

The overall goal of the King's Landing Redevelopment Plan is to build a cluster of warehouse and distribution facilities in a location that provides easy access to regional truck corridors, including Route 322 and the New Jersey Turnpike. The development will span both sides of Swedesboro Road and include parcels in both Harrison and Woolwich Townships. The development will primarily consist of a combination of warehouse, distribution, and/or fulfillment facilities. Each warehouse/distribution facility will provide ample exterior loading docks for trucks and employee parking spots. Each storage facility may also include on-site offices to support operations.

The development will also provide attractively landscaped buffers along all site edges to minimize the appearance of buildings, parking areas, and loading docks from the street and adjacent parcels. An adequate number of water quality basins will provide sufficient stormwater mitigation for the large amount of impervious surfaces on site.

### King's Landing Redevelopment Area Land Use and Building Regulations

The King's Landing Redevelopment Area will provide sales and services necessary to sustain the regional community with commercial, office, and light industrial locations. Recognizing significant changes currently underway in the retail economy resulting from internet-based eCommerce, and the logistics framework necessary to support this growing industry, which includes warehousing, distribution, and fulfillment centers located within proximity to major highways, the Redevelopment Area provides supplemental bulk and design standards relevant to these specific uses.

#### A. Permitted uses.

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

#### B. Accessory uses.

1. Office space related to a warehouse or distribution/warehouse use.

#### C. For warehouse and distribution/warehouse facilities the following principles best embody the purpose, goals, and objectives of the King's Landing Redevelopment Area:

1. Commercial buildings should be clean, simple, and inviting.
2. Signage is permitted, consistent with the Township's Signage Regulations (Section 225-95.A & B).
3. Modern materials are acceptable if they respect well-established rules of scale and rhythm.

4. Generous landscape buffers provide the setting for light industrial establishments.
  5. Driveways directly accessing Route 322 should be limited, with internal access between uses and neighboring properties encouraged.
  6. Pedestrian walkways remain important even in a more auto-dependent environment.
  7. Fenestration can be used effectively to provide a rhythm of solid and void, where appropriate.
  8. Individual or multi-tenant flex space is a typical need of growing communities.
  9. Environmental best practices that mitigate impacts of large scale development, including minimizing the urban heat island effect, promoting infiltration/recharge, and energy efficiency.
  10. Sound attenuation walls of necessary height to buffer adjoining properties per the New Jersey Sound Code.
- D. Size and scope.
1. FAR 0.45 maximum.
  2. May be single- or multi-tenant buildings.
  3. Buildings are permitted to be no greater than 60 feet tall, measured from Average Grade Plane to high ridge of roof. Additional parapet height is permitted for the purpose of screening rooftop mechanical equipment.
  4. Front yard parking is permitted, pursuant to Subsection F (3) below.
  5. On-street parking on Route 322 is not permitted.
  6. Cross access between separate warehouse, light industrial, and distribution/warehouse facilities is permitted between adjacent properties or separate facilities on site. Warehouse, distribution/warehouse, and light industrial facilities shall not share access with a retail, commercial, office, or residential use.
- E. Site Planning
1. Site and bulk requirements for warehouse and distribution/warehouse facilities are shown in the table below:

	Minimum	Maximum
<b>Sidewalk width (internal)</b>	5 feet	---
<b>Sidewalk/multi-use pathways</b>		
Multi-Use Pathway (Along one side of Route 322)	8 feet	---
<b>Lot area</b>	2 acres	---
<b>Lot width</b>	200 feet	---
Corner lot	200 feet	---
<b>Lot depth</b>	250 feet	---
<b>Impervious coverage</b>	---	75%
<b>Building Setbacks*</b>		
Front yard setback	100 feet	---
Side yard setback	75 feet	---
Rear yard setback	100 feet	---
<b>Parking and Loading Setbacks</b>		
Automobiles and light trucks (From External Rights of Way)	75 feet	---
Parking and Loading for Semi-Trailer Trucks (From External Rights of Way)	75 feet	---
Adjacent to lot lines shared with residential or commercial use or zone	50 feet	---
Adjacent to lot lines shared with light industrial, warehouse, or distribution/warehouse use	50 feet	---

\* Building setbacks are minimums, and shall be measured from the nearest point only, they are not "build to" lines. Setbacks along Tomlin Station Road and Route 322 shall be from the building corner, with the remainder of the building envelope built to an angle away from the building corners. No setbacks shall be measured to any municipal boundary line with Woolwich Township for properties held in common ownership with the developer.



2. Parking requirements for warehouses and distribution/warehouse facilities.
  - a. Off-street parking provided through driveways. No driveway width shall exceed 55 feet.
  - b. No loading bays or semi-trailer truck parking shall be visible from Route 322 and from adjacent residential uses or zones. Loading bays located in the side yards or along other road frontages shall be screened from public view through the use of screen walls, fences, vegetation, berms, other landscape treatment, or a combination thereof.
  - c. Off-Street Parking
    - i. Minimum off-street parking for warehouse facilities: one (1) space per 2,500 square feet of total floor area.
    - ii. Minimum off-street parking for distribution/warehouse facilities: one (1) space per 1,500 square feet of total floor area.
    - iii. For warehouse and distribution/warehouse facilities where office space is accessory to the principal use at no more than 10 percent of the total floor area, the above off-street parking requirements shall be inclusive of both uses. Where the amount of office space exceeds 10 percent of the total floor area, one parking space shall be provided for each 300 square foot of office space floor area which exceeds 10 percent of the total floor area.
    - iv. If a proposed development requires more parking spaces for non- residential uses than can be accommodated on site, and a shared parking agreement cannot be arranged with a neighboring property owner, the developer may provide additional parking spaces at an off-site location if it can be demonstrated that the site will realistically address the parking shortfall to the satisfaction of the Joint Land Use Board.
    - v. Understanding that advancements in technology will continue to shape development, such as through automation, eCommerce- based delivery applications, and the likely introduction of self- driving cars, it is entirely possible that the parking standards in this Redevelopment Plan may exceed the realities of market demand. The Joint Land Use Board may grant a request by an applicant to bank a portion of the required spaces for potential future development should demand require. Such a request shall include testimony and evidence that the parking demands for the proposed use will not require the number of spaces specified in this Redevelopment Plan or in Chapter 225 (Zoning).
  - d. Parking lots shall be landscaped to break down scale, provide user comfort and to modulate microclimate.
  - e. Parking setbacks.
    - i. Parking areas for automobiles and light trucks may be permitted 75 feet from external rights of way.
    - ii. Parking and loading areas for semi-trailer trucks may be permitted 75 feet from external rights of way.
    - iii. For warehouse and warehouse/distribution uses, no parking or loading areas, shall be located within 50 feet of any lot line shared with any residential or commercial use or district. Parking areas may be permitted within 50 feet of a lot line shared with a light industrial or another warehouse and warehouse/distribution use.
3. Performance standards for industrial uses shall follow the standards prescribed in the Township's standards for any planned industrial district (§225-58).
4. Except as modified by the Redevelopment Plan for the Commercial Development Zone, landscaping shall follow the standards prescribed in the Township's Regulations Applicable in All Districts (§225-138).
5. Signage is permitted, consistent with the Township's Signage Regulations (Section 225-95.A. & B).

6. Lighting
  - a. Freestanding lights shall not exceed 30 feet in height.
  - b. Except as modified by this section, lighting shall follow the standards prescribed in the Township's standards for any planned industrial district (§225-58).
  - c. The Joint Land Use Board may grant a request by an applicant to reduce illumination where appropriate.
- F. Architecture and Design Standards: Architecture and Design Standards: The following design standards shall be incorporated into the proposed redevelopment. All design requirements articulated below are subject to review and approval by the Joint Land Use Board. Standards are considered minimums and shall be subject to review and approval by the Joint Land Use Board.
  1. With the exception of materials related to rooftop solar or a vegetated green roof, all rooftop equipment shall be screened from view or setback adequately from the building edge so as to not be visible from adjoining properties.
  2. Blank facades or walls exceeding 100 feet in length shall not be permitted. To mitigate the appearance and perception of a large monolithic building, developers may consider, but are not limited to the following: decorative patterns on exterior finishes, masonry, fenestration, horizontal banding, and vegetated "green" walls or espaliers, or a combination thereof.
  3. Building articulation and fenestration shall also be provided for warehouse or distribution/warehouse facilities with an accessory office component, specifically in the areas of the facility related to employee entrances and office spaces. Such areas shall maximize natural lighting and incorporate the following:
    - a. No blank facades or walls are permitted.
    - b. Minimum area of window opening on facades of office spaces and employee entrances: 40%.
    - c. Vertical and horizontal building offsets are required.
    - d. Spandrel glass may be utilized in the design; however, it shall not be included as part of the window area calculations in subsection [2] above for more than 50% of the required opening.
  4. Fronts of buildings (i.e., yards) must be fully appointed with landscaping of trees, shrubs, ornamental grasses or ground cover.
  5. Outdoor storage shall be fully enclosed.
  6. Recommended Design Guidelines. As part of the written design concept statement in Section G (1) above, developers shall identify if and how the proposed development incorporates the following recommended design guidelines:
    - a. Building facade materials may include or resemble brick, stone, synthetic trim board, stucco, or similar material.
    - b. Cool roofing (roofing with a high solar reflectance index), vegetated "green" roofs, and rooftop solar are encouraged.
    - c. Environmental features in building and site design that promote sustainability are encouraged. Such features include, but are not limited to solar screens, solar panels, stormwater infiltration methods, xeriscaping or native vegetation to reduce irrigation needs, and design features or vegetation that helps to modulate microclimate and lower summer cooling loads.

G. Buffer/Edge Requirements and Landscaping: Each edge of the site is unique and requires different setback and buffering requirements tailored to that edge's characteristics and its neighboring land use. Edges are identified in Figure 4, and sections for each type (with dimensions) are shown in Figure 6. With all buffer types, a combination of berms, deciduous and evergreen planted material, sound walls, and horizontal green space shall be employed to the satisfaction of the JLUB to achieve sufficient screening of sight and sounds from adjacent properties.

1. All buffers

- a. Basins are not permitted in buffer areas.
- b. Shared-use paths.
  - i. Multipurpose shared-use paths and sidewalks shall be provided in Buffer Type
  - ii. A pedestrian system within parking court defined by textured pavement is required.
  - iii. Minimum five-foot-wide sidewalks shall be provided adjacent to buildings for safe access by employees.
- c. Plant suitability, maintenance and compatibility with site and construction features are critical factors which shall be considered. Plants shall be non-exotic, noninvasive and drought-tolerant and to the best possible xeriscape.
- d. Except as permitted for shared use paths and freestanding signage, no activity, material storage, or parking of vehicles shall be permitted within a buffer or screen area.
- e. Water-efficient irrigation systems are required and such buffer areas shall utilize underground irrigation systems.
- f. A buffer shall not be required along any municipal boundary shared with Woolwich Township for properties held in common ownership with the developer. Cross-access and utilization shall be encouraged between the parcels under common ownership.

2. Buffer Type A (Along Tomlin Station Road)

- a. Edge Condition: Buffer Type A will provide a visual and auditory screen between the Redevelopment Area and nearby neighbors using new and existing landscaping and a fence. Existing trees shall be evaluated and preserved as much as possible and replaced and supplemented as needed. The edge contains no vehicular or pedestrian access. Buffer Type A extends back from the property line to where the internal car and truck circulation road begins and must be a minimum of 50 feet wide.
- b. Buffering shall provide a year-round visual screen in order to minimize adverse impacts from adjacent areas. Buffering shall also ensure privacy and minimize adverse impacts from traffic, noise, and glaring light. All buffer elements must be of sufficient height to obscure the full height of any trailer.
- c. Buffer Type A shall consist of a combination of new and existing shade trees, evergreen trees, and shrubs. A sound wall of at least 10 feet tall shall be provided the length of the edge. Existing trees may be utilized by Redeveloper provided they are evaluated and deemed suitable for inclusion by the Planning Board professionals.
- d. New trees, shrubs, and other plant materials shall be varied in height, size, and type. Evergreen green trees must have a minimum height of 10 ft. Deciduous trees must be a minimum caliper of 3" for Buffer A and shrubs must have a minimum height of 36". Final height shall be subject to review and approval by the Joint Land Use Board.

3. Buffer Type B (Along 322)

- a. Edge Condition: Buffer Type B aims to provide frontage between the Redevelopment Area and Swedesboro Road with transparent landscaping and moderate setbacks. The edge features a sidewalk for its entire length (on one side of the road) and two vehicular entrances (one on each side of the road).



- b. A minimum unobstructed eight (8) foot wide bituminous sidewalk shall be provided for the entire length of the edges of the Redevelopment Plan parcel that sit along Route 322. The sidewalk shall be buffered from Route 322 with a minimum five (5) foot wide landscaped strip. Landscaping should be grass and/or low ground cover due to its proximity to the road. The sidewalk is only required on one side of the road.
- c. Fencing shall be prohibited along the Route 322.
- d. The edge shall be defined with street trees, and landscaped plantings.

#### 4. Buffer Type C

- a. Edge Condition: Buffer Type C will provide a clear demarcation between the Redevelopment Area and surrounding parcels. It shall generally run along the edge of the Block 47 Lot 1 from the end of Buffer Type A to Route 322 and along all the east and southern edges of Block 46, Lot 2.
- b. Buffering shall provide a year-round visual screen in order to minimize adverse impacts from adjacent areas. Buffering shall also ensure privacy and minimize adverse impacts from noise and glaring light.
- c. The Redeveloper shall provide a twenty five (25) foot wide landscaped edge that will be planted with deciduous trees at 50 foot on-center and appropriate shrubs, except where infeasible due to the need to protect stormwater dams or environmentally sensitive areas. Trees, shrubs, and other plant materials shall be a minimum of ten feet high at the time of planting for conifers, a minimum 2.5" caliper for deciduous, and shrubs shall be a minimum of 3 feet high at the time of planting. Final height shall be subject to review and approval by the Joint Land Use Board.

#### 5. Buffer Type D (Turnpike Edge)

- a. Edge Condition: Buffer Type D contains a naturally wooded area that provides a visual and auditory screen between the Redevelopment Area and the New Jersey Turnpike using new and existing landscaping and a fence. Existing trees shall be preserved as much as possible. It extends along the Redevelop Area's northern edge that abuts the New Jersey Turnpike.
- b. A 10 foot edge measured from the curb of the drive aisle shall be maintained as a landscaped edge. New trees, shrubs, and other plant materials planted in this area shall be varied in height, size, and type, where permitted by Easement holders.
- c. The existing trees provide a year-round visual screen in order to minimize adverse impacts from adjacent areas. Trees and other landscaping also ensure privacy and minimize adverse impacts from traffic, noise, and glaring light. Supplemental planting and fencing shall be installed where allowed within the existing easements.

#### H. Solar

- 1. As defined by [Bill A3500](#), passed February 22, 2021, "Any newly constructed warehouse for which an application for a construction permit has not been declared complete by the enforcing agency before July 1, 2022, shall be a solar-ready building." In accordance with this, if this warehouse project is does not have a construction permit completed before July 1, 2022, it will need to be "solar-ready".
- 2. "Solar-ready zone" means a section of a roof or building overhang designated and reserved for the future installation of a solar photovoltaic or solar thermal system, which is at less 40 percent of the roof area calculated as the horizontally projected areas minus the area covered by skylights, occupied roof decks, vegetative roof areas, and mandatory access or set back areas required by the State Uniform Construction Code, or as otherwise provided in the 2018 International Energy Conservation Code, Appendix CA, and any successor model code, concerning solar-ready zones.

**Figure 3. Summary of Plan Guidance and Bulk Standards**

Section	Description	Redevelopment Plan	Proposed North Tract Building A	Proposed South Tract Building P/O C
A.	Permitted Uses: Warehousing and Distribution			
B.	Accessory Uses: Office Space related to warehousing and distribution			
D.1.	Max FAR	0.45	0.36	0.16
D.2.	Max Bldg. Height	60 ft	60 ft <sup>1</sup>	60 ft <sup>1</sup>
E.2	Pedestrian Buffer - Front	25 ft	25 ft	25 ft
	Pedestrian Buffer - Side Adjacent to Residential Zone	50 ft	50 ft	N/A
	Pedestrian Buffer - Side Adjacent to Non Residential Zone	25 ft	25 ft	78 ft
	Pedestrian Buffer - Rear Adjacent to Residential Zone	50 ft	N/A	124 ft
	Pedestrian Buffer - Rear Adjacent to Non Residential Zone	50 ft	50 ft	N/A
	Pedestrian Buffer - Between Different Uses on Same Property	50 ft	NA	N/A
	Sidewalk Width (Internal)	5 ft	5 ft	5 ft
	Sidewalk/Multi-Use Pathway (along Route 322)	8 ft	8 Ft	8 ft
	Min Lot Area	2 ac	52.4 ac	19.8 ac
	Min Lot Width	200 ft	864 ft	392 ft
	Min Lot Width Corner	200 ft	NA	NA
	Min Lot Depth	250 ft	1,544 ft	1,411 ft
	Max Impervious Coverage	75%	73%	31%
	Building Setback - Front Yard	100 ft	160 ft	805 ft
	Building Setback - Side Yard	75 ft	242 ft	78 ft
	Building Setback - Rear Yard	100 ft	247 ft	124 ft
E.2.a.	Access Driveway Width	55 ft	55 ft	51 ft
E.2.d.	Off-Street Parking			
	1 space per 2,500 SF of Warehouse Facilities	386 spaces	637 spaces	748 spaces (106 banked)
E.2.f.	Parking Setbacks			
E.2.f.i.	Automobiles & Light Trucks to External Right of Way	75 ft	102 ft	1,210 ft
E.2.f.ii.	Semi-Trailer Trucks to External Right of Way	75 ft	84.64 ft	593 ft
E.2.f.iii.	Adjacent to Lot Lines Shared with Residential/Commercial Use or Zone	50 ft	100.55 ft	54 ft
E.2.f.iv.	Adjacent to Lot Lines Shared with Light Industrial/Warehouse/ Distribution	50 ft	50 ft <sup>2</sup>	50 ft <sup>3</sup>

1. 60 foot maximum; the first 150 feet of the building fronting on Tomlin Station Road shall be stepped down to 50 foot maximum.

2. No setbacks shall be measured to any municipal boundary line with Woolwich Township for properties held in common ownership with the developer.

[illegible]



Figure 5. Section Key and Buffer Diagram

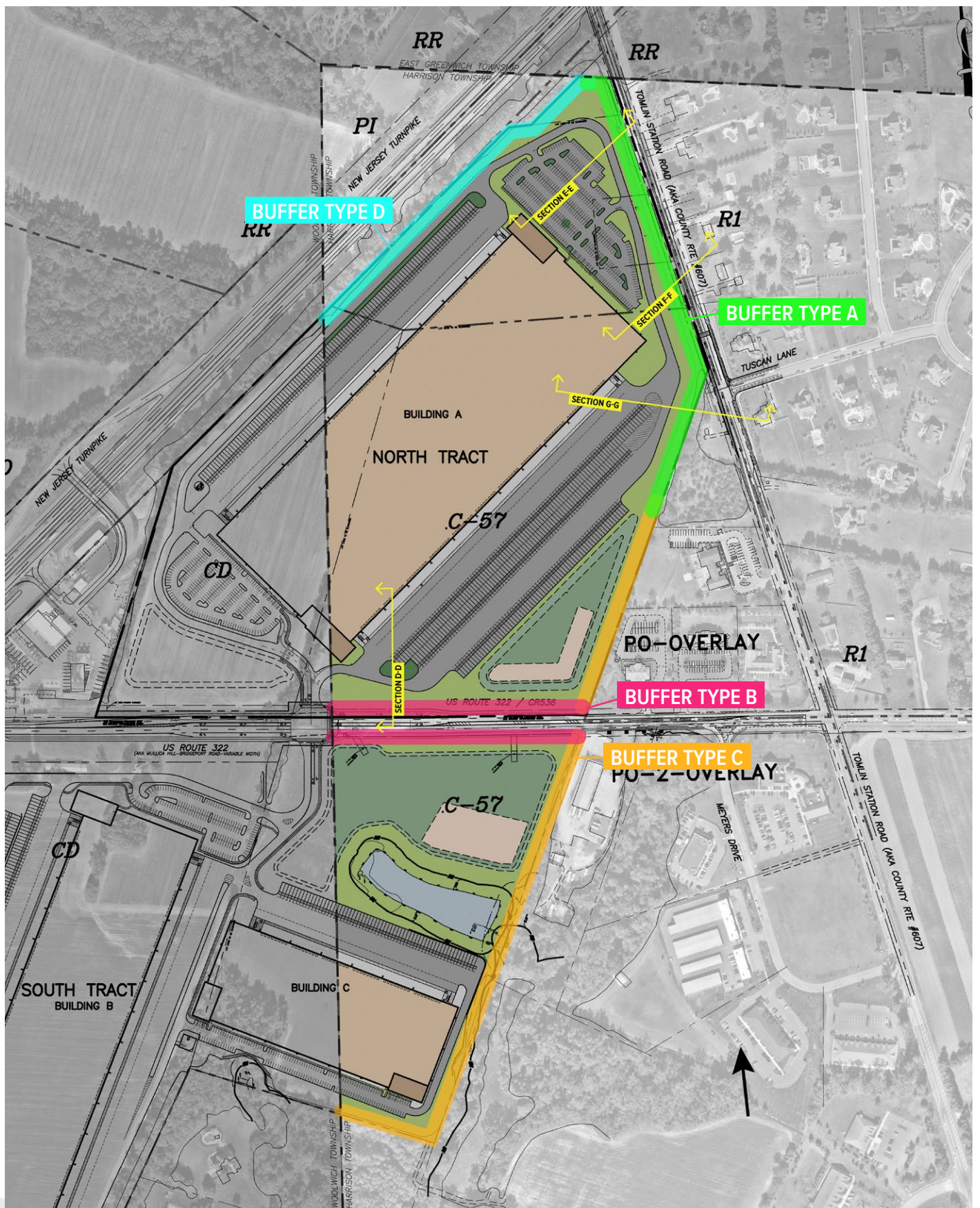
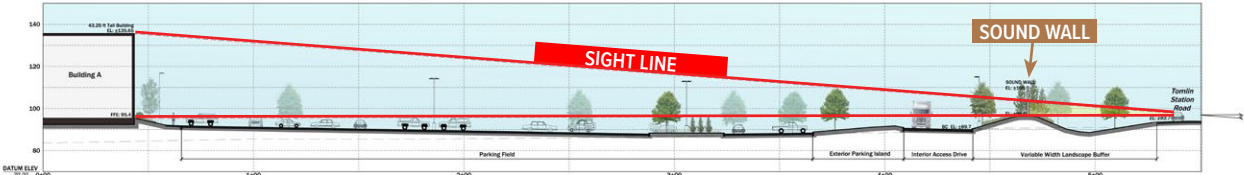
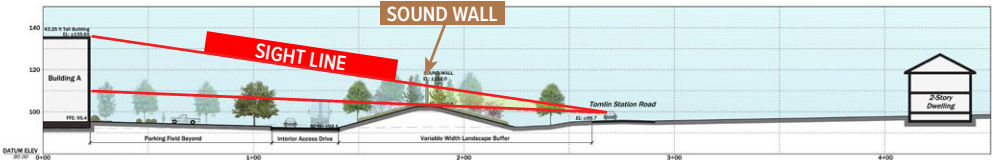


Figure 6. Section Diagrams



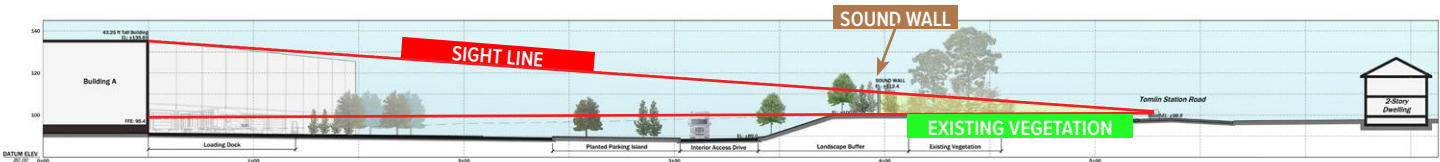
SECTION E-E - Building A to Tomlin Station Road  
scale: 1"=20'

Section E-E (Buffer Type A)



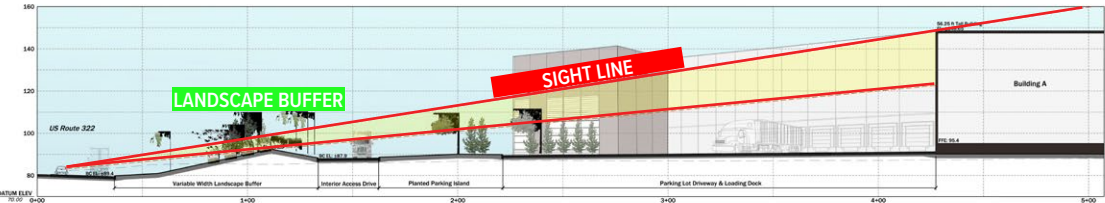
SECTION F-F - Building A to Tomlin Station Road  
scale: 1"=20'

Section F-F (Buffer Type A)



SECTION G-G - Building A to Tomlin Station Road  
scale: 1"=20'

Section G-G (Buffer Type A)



SECTION D-D - US Route 322 to Building A  
scale: 1"=20'

Section G-G (Buffer Type B)



## VII. Relocation

There are no housing units located within the limits of the Redevelopment Area subject to this Redevelopment Plan, therefore there is no need to make accommodations for the temporary or permanent relocation of residents. (N.J.S.A. 40A:12A-7a(3)).

## VIII. Acquisition

There is no proposal to acquire property in this Redevelopment Plan. (N.J.S.A. 40A:12A-7a(4)).

## IX. Affordable Housing

There are no housing units existing within the limits of the subject property subject to this Redevelopment Plan; therefore there is no need for an inventory of units or an affordable housing replacement plan. (N.J.S.A. 40A:12A-7a(7)). All non-residential development shall comply with the Statewide Non-Residential Development Fee Act, N.J.S.A. 40:55D-8.1 et seq., unless an exemption applies.

## X. Public Electric Vehicle Charging Stations

The redeveloper shall provide proposed locations within the Redevelopment Area for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.

## XI. Deviations from Provisions of Approved Redevelopment Plan

The Joint Land Use Board may review and retain jurisdiction over applications requiring relief for deviations from this Redevelopment Plan or other Township development ordinances, except as set forth below. Accordingly, an amendment to the Redevelopment Plan shall not be necessary if the selected redeveloper(s) desires to deviate from the bulk provisions set forth in this Redevelopment Plan or the pertinent sections of the Harrison Township Development Regulations and Zoning Ordinance, or from the design standards set forth in this Redevelopment Plan or other Township development ordinances so long as the Redeveloper obtains an appropriate variance from the Joint Land Use Board. All requests for such relief shall be made to the Joint Land Use 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-70(c) 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.

No deviations shall be granted that result in any of the following effects or conditions:

1. To allow a use not specifically permitted within the Redevelopment Area or this Redevelopment Plan;
2. Deviation from the phasing plan for public improvements or other contractual obligations of the redeveloper to the Redevelopment Entity;
3. Any Deviation requiring a variance pursuant to N.J.S.A. 40:55D-70(d)(1) through (d)(6).



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