

AMENDED RICHWOOD REDEVELOPMENT PLAN

HARRISON TOWNSHIP, NJ

January 17, 2022

Block 2, Lots: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 & 17

Block 3, Lots: 1, 2, 3, 32, & 33

Block 5, Lots 7 & 8

Block 17, Lots 3, 4, 6, & 7.01

Block 19, Lot 3

Block 22, Lots: 4, 5, 6, 7, 8, 9, 10, 11, 11.01, 11.02, 12, 13, 13.01, & 16

Block 23, Lots: 1 & 1.01

Block 24, Lots: 2, 2.01, 3, 4, 6, 7, 8, 9, 10 & 17

Block 24.01, Lot: 1

Block 25, Lots: 1, 2, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 19.01, 19.02, 19.03, 20, 21, 23, 23.01, & 23.02

Block 30, Lot: 1

Prepared by:



DRAFT 2/02/22

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Table of Contents

1.0 INTRODUCTION 1

1.1 The Redevelopment Act 1

1.2 Redevelopment Designation 1

1.3 Lots and Blocks 1

1.4 Purpose and Intent..... 2

1.5 Relationship to Local Goals and Objectives..... 2

1.6 Description of Redevelopment Area..... 6

2.0 DEVELOPMENT PROGRAM 6

2.1 Richwood North – Area North of US Route 322 6

2.2 Richwood South – Area South of US Route 322 6

3.0 LAND USE10

3.1 Use Regulations.....10

3.2 Buffer and Landscape Requirements12

3.3 Circulation and Parking.....16

4.0 DESIGN STANDARDS19

4.1 Architecture19

4.2 Signage.....21

4.3 Lighting Standards21

4.4 Stormwater Management 22



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1.0 INTRODUCTION

1.1 The Redevelopment Act

New Jersey's Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq., (LRHL), empowers municipalities and local governments with the ability to initiate a process that transforms blighted properties into healthier, more vibrant, or economically productive land areas. This Redevelopment Plan fulfills the statutory requirements set out by the State of New Jersey.

1.2 Redevelopment Designation

Harrison Township has identified the Richwood Redevelopment Area as an opportunity for redevelopment in accordance with the provisions of the LRHL. Analysis of the parcels comprising this site demonstrated that the site qualifies as an Area in Need of Redevelopment as defined by statute (N.J.S.A. 40A:12A-5). The Planning Board held a public hearing on the Preliminary Investigation, which details the statutory criteria upon which the designation is based, on August 7, 2008 and recommended that the Governing Body designate the area an Area in Need of Redevelopment. The Governing Body accepted this recommendation and on August 18, 2008 designated the area to be an Area in Need of Redevelopment.

On August 19, 2019 the Township undertook a Preliminary Investigation of Block 3, Lot 33, which is adjacent to the previously designated Richwood Redevelopment Area. Analysis of the site demonstrated that the parcel qualifies as an Area in Need of Redevelopment and the Planning Board held a public hearing on the Preliminary Investigation on September 19, 2019. The Planning Board recommended the area be designated as an Area in Need of Redevelopment as part of the larger Richwood Redevelopment Area. On October 21, 2019 the Governing Body accepted this recommendation, officially adding Block 3, Lot 33 to the Richwood Redevelopment Area.

Resolution #182-2019, adopted on October 21, 2019, requested that Pennoni perform a Preliminary Investigation into the following parcels to ascertain whether the specified area qualifies under N.J.S.A. 40A:12A-5 as a non-condemnation "Area in Need of Redevelopment": Block 20.01, Lots 7 & 8, Block 21, Lots 1, 2, & 9, Block 22, Lots 1 & 2, Block 25, Lots 1, 2, 7, 8, 11, 12, 13, 14, 15, 16, 17, 18, 19, 19.01, 19.02, 19.03, 20, 21, 23, 23.01, & 23.02. Of those blocks and lots, the following are included in this redevelopment plan: Block 20.01 Lots 7 and 8, and all lots listed for Block 25.

Harrison Township adopted Resolution No. 198-2021 on December 6, 2021 and requested that Pennoni perform a preliminary investigation into Block 2, Lot 2, Block 3, Lot 32, Block 5, Lots 3, 4, 6, and 7.01, and Block 19, Lot 3. This investigation was completed and those blocks and lots are included in this plan.

This plan is an amendment to a previous amended redevelopment plan dated December 13, 2019. The December 13, 2019 plan included several Blocks and Lots that are no longer on the official Harrison Township Tax Map including Block 2, Lots 16 and 17; Block 3, Lot 3; and Block 24, Lots 2, 4, and 17. The updated Blocks and Lots are included in this plan.

1.3 Lots and Blocks

This Amended Redevelopment Plan describes the standards and procedures for the redevelopment of the following land specified in the Harrison Township Richwood Site Redevelopment Area Preliminary Investigation document to be known as the "Interior Richwood Redevelopment Area" as illustrated in **Figure 1**.

Block	Lot
2	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
3	1, 2, 3, 32, 33
5	7, 6
17	3, 4, 6, 7.01
19	3
22	4, 5, 6, 7, 8, 9, 10, 11, 11.01, 11.02, 12, 13, 13.01, 16
23	1, 1.01
24	2, 2.01, 3, 6, 7, 8, 9, 10, 17
24.01	1
25	1, 2, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 19.01, 19.02, 19.03, 20, 21, 23, 23.01, 23.02
30	1

A total of 79 lots are included in this redevelopment plan.

1.4 Purpose and Intent

The purpose of this Redevelopment Plan is to implement the Settlement Agreement by and between the Township and the developer in the Matter of the Application of the Township of Harrison, Docket No. GLO-L-908-15, which Settlement Agreement was reviewed and approved by the Court on November 18, 2019 at a Fairness Hearing. The Redevelopment Plan sets forth specific design controls to accommodate recreation, retail/commercial, warehousing, and 84 affordable dwelling units to be credited towards the Township's constitutional Mount Laurel Doctrine obligation (collectively the "Inclusionary Development").

For the purposes of this plan, the redevelopment area has been broken down into two sections: Richwood North (area north of US Route 322) and Richwood South (area south of US Route 322). This has been done due to the varied characteristics, standards, and redevelopment goals for these two areas.

However, while there are two sections, this is ONE PLAN. The two sides of Route 322 are planned to work as one outcome. Both the North Side and the South Side must be developed as presented here of the Plan is invalid. Regardless of which side of Route 322 develops in first, the other side must develop as this plan prescribes. This plan supersedes all underlying zoning and pervious Redevelopment Plans effecting the Lots and Blocks that make up this Plan. If the Richwood South site plan is complete, approval and development may move forward even if Richwood North has not submitted a site plan, and vice versa. Development for each area can move forward independently from the other, as long as the development is consistent with this plan.

1.5 Relationship to Local Goals and Objectives

In December, 2006, Harrison Township adopted a Master Plan Re-examination Report that recommended the creation of a new Town Center, focused at the interchange at Routes 322 and 55 (Township of Harrison County of Gloucester Master Plan Re-examination Report, December 20, 2006, p. 4). This was considered a major node in the region and had already generated development interest, most notably on the part of Rowan University east of Route 55. Given the extent of undeveloped and underdeveloped land surrounding this intersection within Harrison Township, the Re-examination Report concluded that this area provided a unique opportunity to plan pro-actively and at a large scale. Moreover, the plan for a Town Center would be consistent with the principle of center-based growth as discussed in the State Development and Redevelopment Plan.

The most recent Master Plan Reexamination was completed in March 2021. The goals of this redevelopment plan

Figure 1. Richwood Redevelopment Plan Lots



are derived directly from the Township Master Plan policy and goal statements and are consistent with recent Re-Examinations. The objectives are derived from applicable master plan elements.

PLANNING & DEVELOPMENT GOALS

- A. 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.
- B. 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. Work in collaboration with the appropriate County and State agencies to protect and establish development controls of critical natural resources of the Township. Utilize the natural boundaries to organize and direct different intensities of land uses in the Township.
- C. 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 does not adversely affect neighboring land uses.

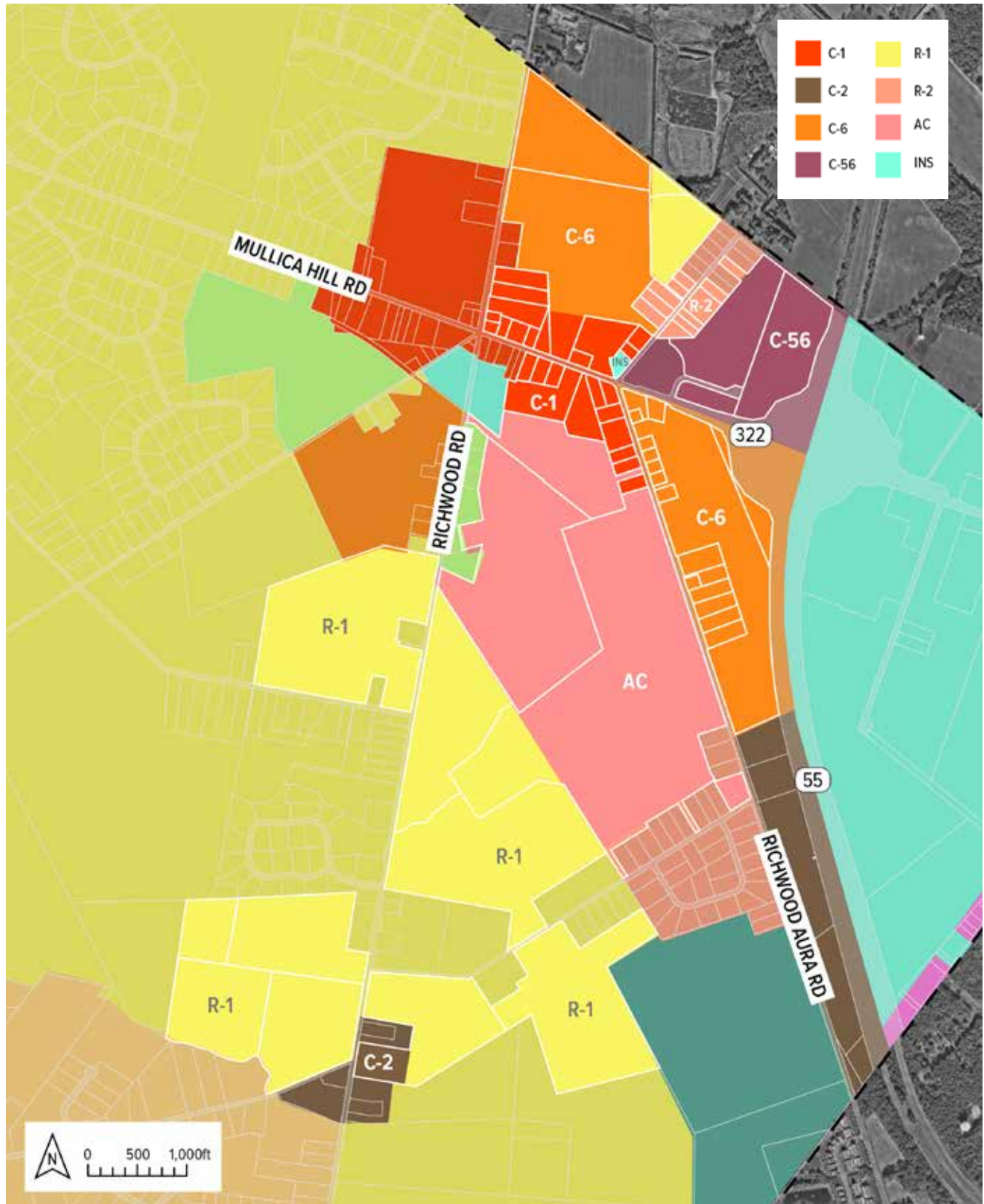
RESIDENTIAL DEVELOPMENT OBJECTIVES

- A. Provide a variety of dwelling unit types and densities to meet the varying needs of the current and future residents of the Township, including **affordable housing**.

Figure 2. MOTUS Aerial Rendering of proposed Circus Area



Figure 3. Zoning Map



B. Promote pedestrian safety through design standards for streets, sidewalks, and crosswalks.

1.6 Description of Redevelopment Area

The Richwood Redevelopment Area is located near the intersection of Mullica Hill Road and Richwood Road in the eastern area of the Township. Thirty-one parcels are located north of US Route 322, 36 are located south of US Route 322 and east of Richwood Road. Five parcels are located south of US Route 322 and west of Richwood Road. These parcels can be seen in "Figure 1. Richwood Redevelopment Plan Lots" on page 3.

The existing condition of the site is largely wooded or farmland and is surrounded by varied land uses, including but not limited to commercial, institutional, and some residential. The main roadways impacting this site are Richwood Road, which runs north and south through the redevelopment area, and Mullica Hill Road (US Route 322) which runs east to west through the redevelopment area. Mantua to the north and Glassboro to the east.

1.6.a. Zoning Map

The Zoning Map of the Township of Harrison should be amended to include this Redevelopment Area as identified, discussed, and outlined in this document. These Blocks and Lots currently fall within the Richwood North contains the following zoning districts: C-1 Village Center, C-2 General Commercial, C-6 Flexible Planned Commercial District, C-56 Flexible Planned Industrial-Commercial District, R-1 Residence – Agricultural and R-2 Residence, and AC Adult Community Development District (**Figure 2**). The regulations within this Redevelopment Plan shall supersede all zoning and design regulations within the zoning code, §225-18.1, except where regulations herein are silent.

2.0 DEVELOPMENT PROGRAM

2.1 Richwood North – Area North of US Route 322

2.1.a. Vision

The overall goal of the Redevelopment Plan for Richwood North is the construction of commercial warehouses and retail to be developed in accordance with the existing zoning. To accomplish this goal, the development program for the site shall accomplish the following program subject to Joint Land Use Board (JLUB) review and approval.

2.1.b. Program

Richwood North will have warehousing and retail uses dispersed appropriately throughout the confines of the area. The development program will be subject to approval by the JLUB.

2.2 Richwood South – Area South of US Route 322

2.2.a. Vision

The overall goal of the Redevelopment Plan for Richwood South is a recreation, commercial/retail, and entertainment complex with integrated parking as well as two hotels for visitors to the site, making it a "stay and

Figure 4. Sports Fields Vision



play” entertainment center. The Richwood South vision also includes affordable housing.

2.2.b. Program

This plan allows for the development of approximately 185 acres of multi-purpose fields, 4,000 on-site and off-site parking spaces, 2 hotels, a circular building with retail and commercial uses with a central venue with standing room for approximately 8,000 people. This structure, the Entertainment Area Circus, is surrounded by parking. A tournament stadium will be developed with a capacity of 1,000 people. The multi-purpose fields will be lined each week depending upon the sport being played, soccer, lacrosse, field hockey, football, baseball, ultimate frisbee in addition to other sports. Figure 5 shows the field areas as large green paddocks, that can be lined for the various sports uses week by week

Two hotels are proposed with a combined area not to exceed 140,000 square feet. Hotel A is 4 floors and 52,000 square feet with approximately 120 rooms, plus ground floor accommodation. Hotel B is 3 floors and 48,000 square feet with approximately 100 rooms and a ground floor. Bus pickup and drop-off is planned for the site. Approximately ten detention ponds will be constructed. Wetlands run through the center of the site and the area of the development west of Richwood Road. In parking lots, one tree is required per 30 parking spaces, to be appropriately dispersed through parking areas. Black mesh netting, 30 feet high, is required at the edge of soccer fields. Along the entire site perimeter, a 50-foot landscape buffer will be provided plus a 20 foot space behind the security fence for a total of 70 feet between any road property edge and ball netting. The purpose of the 20 foot space is to provide a walkway for those visiting the site between any road right-of-way and any ball netting.

The square footage for all proposed buildings for the Richwood South Redevelopment Area is listed in the **Table 1**. A combined overall total square footage of buildings is approximately 354,003 square feet but not to exceed 430,000 square feet. **Table 2** outlines the total area per building type divided by sectors. The site plan for this program shall substantially conform to the Conceptual Plan included in this document.

Affordable Housing

An affordable housing development is required and is planned for Block 2 Lot 1 in the Richwood North portion of the redevelopment area. The total tract area for this lot is 10 acres. Based on a concept plan, seven buildings are proposed with 84 units and 156 parking spaces. A clubhouse serving the community is also on the plan. This is affordable housing to meet township’s obligation. The redeveloper of the soccer facility is required to extend all utilities to the affordable housing parcel.

To assure that the Inclusionary Development generates affordable housing credits to be applied to the Township’s Mount Laurel affordable housing obligations, the affordable units within the Inclusionary Development shall be developed in accordance with Southern Burlington County NAACP v. Township of Mt. Laurel, 67 N.J. 151 (1975), Southern Burlington County NAACP, et al v. Township of Mt. Laurel, 92 N.J. 158 (1983), the Fair Housing Act, N.J.S.A. 52:27D-301 et seq. (“FHA”) and its implementing regulations, and the Uniform Housing Affordability Controls, N.J.A.C. 5:80-26.1 et seq. (“UHAC”), and consistent with the Court-approved settlement agreement reached by and between the Township and FSHC and the Court-approved Settlement Agreement by and between the Township and the developer.

Affordable housing units will be incorporated into the Richwood Redevelopment Area. An affordable housing development with 84 units will be constructed via the amended redevelopment plan.

Table 1. Indicative Richwood South Building Area

Ground Floor	Square Feet	Second Floor	Square Feet
E Games Arena	25,177 sq ft	E Games Arena	26,857 sq ft
Chickie and Pete's	10,667 sq ft	Chickie and Pete's	10,430 sq ft
Sports Retail	10,635 sq ft	Sports Retail	10,226 sq ft
Ticket Office Reception	6,469 sq ft	Service Plant	8,869 sq ft
Retail	5,845 sq ft	-	-
Retail	5,845 sq ft	-	-
Retail	4,499 sq ft	-	-
Retail	4,569 sq ft	-	-
Retail	4,569 sq ft	-	-
Retail	4,569 sq ft	-	-
Retail	4,569 sq ft	-	-
Retail	4,704 sq ft	-	-
Service Deliveries	12,282 sq ft	-	-
Storage	4,865 sq ft	-	-
Market Stall	1,830 sq ft	-	-
Market Stall	1,894 sq ft	-	-
Market Stall	1,884 sq ft	-	-
Market Stall	1,894 sq ft	-	-
Toilets and Services	4,865 sq ft	-	-
Main F&B 02	27,190 sq ft	Management Suite	27,846 sq ft
Main F&B 01	27,351 sq ft	Function Rooms	27,868 sq ft
Service, Kitchen, Deliveries	15,974 sq ft	Service	17,556 sq ft
Service Refuse External Store	18,880 sq ft	-	-
Circus BOH	13,487 sq ft	-	-
Subtotal	224,621 sq ft	Subtotal	129,382 sq ft
Overall Total			354,003 sq ft

Table 2. Indicative Richwood Sectors

Sectors	Approximate Square Feet
Specific Food Retail	111,008 sq ft
Retail/F&B	60,138 sq ft
E Games	51,764 sq ft
Service Reception etc.	39,590 sq ft
Storage	23,745 sq ft
Service Back of House	13,487 sq ft
Service Plant	26,245 sq ft
Management Suite	27,846 sq ft
Total	354,003 sq ft

3.0 LAND USE

The permitted uses described in this section shall be located in the proposed Redevelopment Area. The total study area is divided into two parts for the purposes of this plan, Richwood North and Richwood South.

3.1 Use Regulations

3.1.a. Richwood North

Permitted Principal Uses:

- Retail/Commercial
- Warehousing

Permitted Accessory Uses:

- Parking and Loading
- Stormwater management

3.1.b. Richwood South

Permitted Principal Uses:

- Hotel
- Retail/Commercial, including E-games, entertainment, tournament sports, entertainment, eating and drinking establishments (including but not limited to possible pubs, distilleries, beer gardens, and craft breweries)
- Stadium
- Multi-purpose fields/flexible sports play open space (including synthetic turf)
- Affordable housing

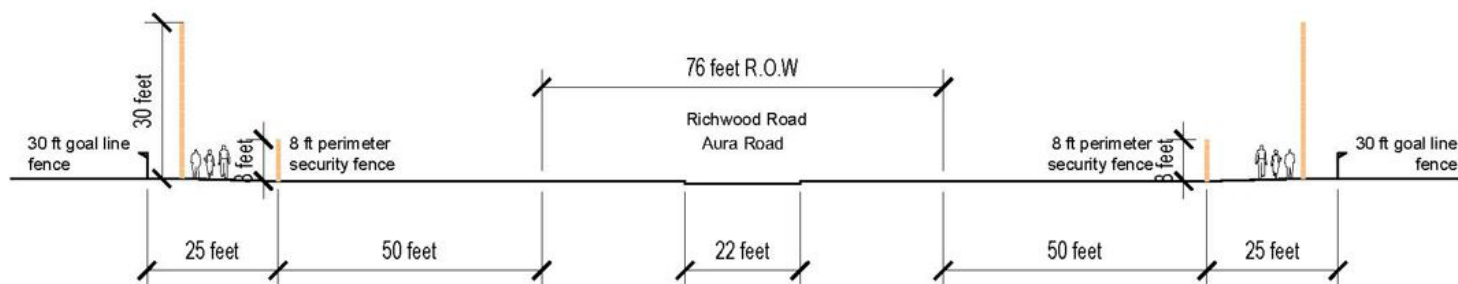
Permitted Accessory Uses:

- Parking
- Stormwater basins
- Ball fence (30 feet high max)
- Security Fencing (8 feet high max)
- Tournament Hubs including bathrooms
- Signage
- Athletic field lighting
- Site lighting
- Sound wall
- Maintenance and bus shelters
- Cell phone capacity booster

Figure 5. Site Plan



Figure 6. Richwood Road Cross-section



3.2 Buffer and Landscape Requirements

Except as modified herein, edges shall follow buffer standards found within Section 255-138 Landscaping and Buffers of the Township Code. The primary purpose of edges and buffers are to eliminate views and reduce noise perception beyond a lot line. Buffers shall be densely planted with attractive landscaping, trees, and shrubs, and may include landscaping, berms, and other appropriate techniques. Buffers abutting neighboring properties shall feature appropriate fencing. Fencing may be built of extruded aluminum or another high-quality non-metallic material. **Figure 7** displays an example of appropriate buffer fencing type. **Perimeter security fences shall be 8 feet in height. Razor wire or barbed wire shall not be used on any fencing.**

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. ALL BUFFERS SHALL BE DESIGNED AND IMPLEMENTED TO THE SATISFACTION OF THE JLUB.

Buffers are required to the following specification in the following locations:

- 1) Along all project boundary lines.
- 2) To screen above ground utility or telecommunication equipment.
- 3) Along edges where parking lots share property lines with streets or other parcels.
- 4) At service and loading areas for non-residential uses.
- 5) Along existing roads and property boundaries.
- 6) Off-street parking and loading shall be screened from public roadways and pedestrian paths.
- 7) **Environmental design, including techniques to reduce water and energy usage and incorporate green infrastructure and other sustainable practices, is encouraged.**
- 8) HVAC
 - a) All HVAC systems shall be screened or minimized from public view and from adjacent properties.
 - b) Screening shall be designed to blend with the architecture of the building.
 - c) All utility and related appurtenances shall be located underground, inside the principal building or structure, or screened from public view by appropriate architectural and landscaping materials.



Figure 7. Example of buffer fencing type



Figure 8. Example parking lot buffer

3.2.a. Parking Lot Buffers

Parking lot layout, landscaping, buffering, and screening shall be provided to minimize the direct view of parked vehicles from streets and sidewalks, avoid spillover light, glare, noise, or exhaust fumes onto adjacent residential properties, and provide the parking area with a reasonable measure of summer shade (**Figure 8**). Planting, fences, walls, berms, or a combination thereof, not

less than 4 feet in height or equal, subject to JLUB approval, shall be provided between all off-street parking lot and any public right-of-way except where a building intervenes.

3.2.b. Electrical and Mechanical Equipment Buffers

All exterior electrical and mechanical equipment at ground level, such as transformers, shall be screened and located at the side or rear of a building and away from entrances.

A. For Loading, Refuse Collection, and Service Utility Area Buffers

- 1) The required method of screening shall consist of 8-foot-tall brick or masonry walls and metal gates compatible in color and texture with building walls. A buffered landscape strip shall be required. The strip shall have a minimum width of 3 feet and shall be located on all sides that do not include an entry access or about a windowless façade. Buffers shall be planted to sufficiently obscure the view of the installation from public view throughout the year.
- 2) All containers shall be visually screened with a durable, noncombustible enclosure, so as not to be visible from adjacent lots or sites, neighboring properties, or streets. Enclosure finishes and colors shall be united and harmonious with the overall architectural theme of the building. Bollards shall be black.
- 3) Any off-street loading and unloading space shall be screened from public view by building walls or extensions thereof, fencing, and/or landscaping.

Any loading, refuse, or other service that faces a public view requires special attention. An applicant is required to illustrate special design consideration to provide an attractive public view.

3.2.c. Stormwater Management Buffers

All stormwater management facilities shall be planted as to blend into the surrounding landscape and promote the desired “leafy” feel of Richwood.

3.2.d. Richwood North

The required buffer width in Richwood north shall be 100 feet along roads and 75 feet where adjacent to developed lots.

The minimum buffer and landscaping requirements are as follows:

- 1) Perimeter buffer (to be measured from property line and/or ultimate dedicated ROW)
- 2) Minimum parking setback: 100 feet along roads, 75 feet along adjacent lots
- 3) Minimum structure setback: 100 feet along roads, 75 feet along adjacent lots
- 4) Maximum fence height: 8 feet
- 5) Fencing must be black, decorative, extruded aluminum
- 6) Minimum buffer on Route 322: 100 feet

Edge roads in Richwood North include Mullica Hill Road (Southern edge), Lambs Road (Eastern edge), and Barnsboro Road (Western edge).

3.2.e. Richwood South

The required buffer width along all edges of Richwood South is a 50' landscaped buffer, an 8' security fence (black, decorative, extruded aluminum), and a sound wall where appropriate, subject to JLUB approval.

The minimum setback from all perimeter property lines and ROWs to all structures and athletic fields is 75 feet.

3.2.f. Key Buffers

There are four important buffers along existing roadways. These include:

- 1) Route 55
 - a) The minimum buffer width along NJ Route 55 shall be 40 feet deep as measured from the property line to any building, parking, and/or loading. This buffer width can be reduced to no less than 30 feet for no more than 20% of the total linear footage of buffer.
 - b) A buffer shall be landscaped with predominantly evergreen trees and shrubs. Deciduous and ornamental trees shall be interspersed along the buffer frontage to create variety and interest. Special attention shall be provided to fully screen loading areas from public view.
- 2) Route 322
 - a) The minimum buffer width along NJ Route 322 shall be 40 feet deep as measured from the property line to any building, parking, and/or loading. This buffer width can be reduced to no less than 30 feet for no more than 20% of the total linear footage of buffer.
 - b) A buffer shall be landscaped with predominantly deciduous street trees on either side of the pedestrian path to provide shade. In addition, the buffer shall be landscaped with predominately evergreen shrubs between the trail and parking lot to provide visual relief from parked vehicles. Community signage shall be permitted within the Route 322 buffers. Community signage shall not be any more than 60' from the property line and no less than 30' from the edge of road. Community signage shall be made of durable materials, such as masonry or the like. Directional signage, i.e. wayfinding, is permitted within the buffer. Directional signage shall be compatible in design with the community signage. Directional signage shall be not larger than 6' in width and 10' in height.
- 3) Aura or Lambs Road
 - a) The minimum buffer width along Aura or Lambs Road shall be 25 feet deep as measured from the property line to any building, parking, and/or loading. This buffer width can be reduced to no less than 20 feet for no more than 10% of the total linear footage of buffer.
 - b) Screen walls shall be employed for any section of buffer that is adjacent to a loading area and/or trash dumpster. The screen wall shall be high enough to completely screen the objectionable view. The screen wall shall be faced with brick or stone.
- 4) By-Pass Road
 - a) The minimum buffer width along the By-Pass Road shall be 25 feet deep as measured from the property line to any building, parking, and/or loading. This buffer width can be reduced to no less than 20 feet for no more than 10% of the total linear footage of buffer.

3.2.g. Landscape Standards

General requirements for landscaping are as follows:

- 1) Except as modified herein, landscaping shall be designed in accordance with Section 174-14.C of the Harrison Township Code.
- 2) Plantings shall be drought tolerant, non-invasive, and native species. In order to celebrate and reinforce a sense of place and for ecological benefit, a maximum of 25% of all plantings may be non-native, non-invasive species.
- 3) Fertilization and maintenance of planting shall be as ecologically sustainable as possible, by engaged organic methods and low spray or no spray and toxicity protocols wherever feasible.
- 4) A plan for irrigation locations shall be provided for review at time of Site Plan approval.
- 5) Trees and shrubs shall be planted according to the following minimum standards:
 - a) 10' evergreens
 - b) 2 ½ caliper trees
 - c) 3 1/2' shrubs
- 6) Street Trees
 - a) Street trees shall be required along all existing or proposed public or private streets and shall be located within the public realm of a subdivision or site plan. Street tree easements shall be provided as necessary.
 - b) Street trees shall be planted equivalent to an average of 50 feet on center or less along all streets.
 - c) The precise tree spacing may vary to within 10 feet of the required interval to avoid interference with utilities, roadways, sidewalks, on-street parking spaces, sight easements, streetlights, and driveways. To determine the required number of street trees, the linear footage of frontage shall be divided by the required planting interval, without deducting areas for driveway curb cuts or crosswalks. If the linear footage of frontage is less than the required planting interval, one tree shall be provided at the discretion of the Joint Land Use Board.
- 7) Parking Lots
 - a) One tree is required per 30 parking spaces. Credit is given as 1 tree per parking space equivalent.
 - b) Interior parking lot landscaping shall include planted landscape ground cover.

3.2.h. Richwood North

A condition of approval will be the applicant submitting a landscaping package for review and approval by the JLUB.

3.2.i. Richwood South

A condition of approval will be the applicant submitting a landscaping package for review and approval by the JLUB.

3.3 Circulation and Parking

A traffic study shall be submitted to the JLUB to address all issues of parking and circulation on and off site related to bus and car vehicles. It shall address both onsite and offsite parking. The redevelopment shall have a circulation and mobility system that substantially conforms to the amended redevelopment plan. There shall be easy access within and between developments and commercial centers. All streets and commercial parking areas shall be accessible to the public.

A. Vehicular Mobility

- 1) A new roadway system of streets roughly parallel to Route 322 shall provide local traffic an alternative to traveling on Route 322.
- 2) Adjacent commercial/retail areas shall be interconnected through a system of parking areas, roadways, and pedestrian walks.
- 3) Mass transit systems shall be accommodated with signage, stops, shelters, and pull-offs.
- 4) All roadways are subject to review and approval by Gloucester County and/or NJDOT. Roadways under State or County jurisdiction are subject to their review and approval.

B. Bicycle/Pedestrian Mobility

- 1) There shall be user-friendly design solutions that accommodate pedestrians, cyclists, and those with disabilities.
- 2) Sidewalks, crosswalks, curb cuts, parking areas, and plaza amenities shall be accessible to those with disabilities in accordance with the Americans with Disabilities Act (ADA).
- 3) All crosswalks shall be clearly delineated by a material different from the surrounding road surface by the use of durable, low maintenance surface material to be approved by the Joint Land Use Board. Materials such as pavers and scored concrete are acceptable. Painted tiger stripe markings are permitted subject to Joint Land Use Board Approval.
- 4) Sidewalks and plazas shall be made comfortable for use by pedestrians through the use of landscaping, overhangs and canopies for shade and non-heat absorbing materials. Pedestrian circulation layout on any development site shall take into account off-site generators of pedestrian movement, such as open spaces, schools, transit stops, and existing/proposed residential neighborhoods.
- 5) All traffic control structures, including traffic signal armatures and housings, stop sign posts, and street sign posts shall be black.
- 6) Common Areas shall be accessible from all buildings and connected both internally and externally by a comprehensive on-site pedestrian/bicycle circulation system.
- 7) All pedestrian/bicycle systems shall be designed incorporating trees, shrubs, benches, flower-beds, ground covers, and lighting.

C. Planned Transportation Projects

The Redevelopment project will address the potential traffic impacts associated with the project by implementing intersection and corridor improvements. All improvements are subject to review and approval by Gloucester County. These intersection and corridor improvements include:

- 1) Corridor-wide signal timing optimization along the Route 322 corridor from Mullica Hill Road to Aura Road.
- 2) Intersection improvements at Lambs Road and PFC Sickler Lane (Jughandle) to include the installation of a traffic signal and dual left-turn lanes on PFC Sickler Lane (Jughandle) approach.
- 3) Intersection improvements at Route 322 and Aura Road/Lambs Road to include:
 - a) Aura Road Approach
 - Construct separate northbound right-turn-lane
 - Extend northbound left-turn-lane storage length
 - Provide 4-lane cross section between Route 322 and the site access (two-lanes in both directions)
 - b) Lambs Road Approach
 - Construct additional southbound through lane to PFC Sickler Lane (jughandle)
- 4) Construction of connector roadway to Route 322 from Aura Road to provide direct connection to site traffic traveling eastbound on Route 322.
- 5) Construction of roundabouts at the site access points to Richwood Road and Aura Road.
- 6) Construction of a signalized pedestrian crossing (HAWK signal) along Aura Road to provide pedestrian connectivity to event parking area.

In addition, the developer should submit a traffic report satisfactory to the approval of the JLUB.

3.3.a. Richwood North

Parking Lot Design

The proposed parking lot design will conform with the proposed redevelopment plan for Richwood North and is subject to approval by the JLUB. No loading will be located between building facades and perimeter streets. All loading will occur in the rear of buildings and be shielded from adjacent properties, excluding Route 55.

Parking and Loading

- 1) Warehouse Parking
 - a) Parking shall be provided at a rate of 1 space per employee.
 - b) A maximum of 101 (or a minimum of 1 space per 1,000 square feet) truck parking spaces shall be provided for freight loading and unloading needs.
 - c) Parking spaces must be set back at least 10 feet from the building edge.
- 2) Parking Stall Size
 - a) Minimum parking stall size: 9 feet by 18 feet
 - b) Minimum truck parking stall size: 12 feet by 55 feet
- 3) Parking for future industrial and commercial development shall conform to the standards in Article XII the Harrison Township Land Use Ordinance.

3.3.b. Richwood South

Parking Lot Design

The parking design for Richwood South is broken down as follows:

- 1) On-Site Parking
 - a) On-site parking at MOTUS: 1140 cars
 - b) On-site hotel: 240 cars
 - c) East parks: 2560 cars
 - d) Service Yard: 40
 - e) Bus Park: 20
 - f) TOTAL ON SITE = 4,000 CARS
- 2) Off-Site Parking (SUBJECT TO APPROVAL BY ADJACENT MUNICIPALITIES)
 - a) Elk Township: approximately 3,651 cars
 - b) Downtown Glassboro: approximately 1,000 cars
 - c) Rowan College of Southern NJ: approximately 2,900 cars
 - d) TOTAL OFF SITE = approximately 7,551

Total: 11,551 cars

The bus parking and drop-off area is a permitted accessory use.

Parking lots must have minimum of one deciduous tree per 30 spaces within parking islands and safe passageways for pedestrian circulation will be required to be provided in parking lots to connect parking aisles to building entrances.

4.0 DESIGN STANDARDS

4.1 Architecture

Developers shall seek to incorporate the following design concepts into the proposed redevelopment. Developers shall submit with their application for development, a written design concept statement that supports the reasoning behind the proposed design and site plan and explains how and why the project design is consistent with the intent of the Redevelopment Area. Applications shall require the submittal of design packages to include; buildings, outdoor furniture (outdoor seating, tables, planters water features, shade structures, trash receptacles, lighting, signage, and other elements deemed necessary by the JLUB. Packages shall be designed with a consistent vocabulary, character and intent. All materials shall be subject to review and approval of the JLUB.

Architecture is subject to review and approval of the JLUB and should be substantially consistent with the illustrative imagery provided in this document as a part of the vision.

4.1.a. Richwood North

- 1) Special architectural features at corners.
- 2) With the exception of materials related to rooftop solar or a vegetated green roof, all rooftop equipment shall be screened from view.
- 3) 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.
- 4) 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.
- 5) No blank facades or walls are permitted.
- 6) Vertical and horizontal building offsets are required.
- 7) Spandrel glass may be utilized in the design.
- 8) Fronts of buildings (i.e., yards) must be fully appointed with landscaping of trees, shrubs, ornamental grasses or ground cover.
- 9) Outdoor storage shall be fully enclosed.

4.1.b. Richwood South

- 1) All architectural element, including but not limited to; principle buildings such as the Entertainment Area Circus, Hotels, and stadiums as well as accessory structures such as bathrooms, bus shelters, “hubs”, maintenance buildings, netting and fencing shall be designed (including location, materials and aesthetics) to the satisfaction of the JLUB.
- 2) Exterior building facades may be composed of high quality materials in a modern sculptural style, subject to JLUB approval. There shall be no blank or unarticulated facades
- 3) All facades are of equal importance. All facades shall be designed with attention to detail and quality of material.

Figure 9. Circus area character images



- 4) Off-street parking and loading shall be screened from public roadways and pedestrian paths.
- 5) Bus shelters, bicycle storage facilities, bike racks, shall be incorporated where appropriate.
- 6) Environmental design, including techniques to reduce water and energy usage and incorporate green infrastructure and other sustainable practices, is encouraged.
- 7) All rooftop equipment shall be screened from view.
- 8) Vertical articulations shall be incorporated to "break up" long facades. Articulations may include changes of material, roof orientation, or projections, subject to JLUB approval.
- 9) No blank facades or walls are permitted.
- 10) Minimum area of window opening on all facades: 40%.
- 11) Vertical and horizontal building offsets are required.
- 12) Spandrel glass may be utilized in the design.
- 13) Fronts of buildings (i.e., yards) must be fully appointed with landscaping of trees, shrubs, ornamental grasses or ground cover.
- 14) Outdoor storage shall be fully enclosed.
- 15) Sound walls are permitted within buffers, where appropriate.
- 16) All entries shall be well lighted.

4.2 Signage

Signage should be composed of quality materials, be the appropriate design for the area, and consistent throughout each portion of the development.

4.2.a. Richwood North

A condition of approval will be the applicant submitting a signage package for review and approval by the JLUB.

4.2.b. Richwood South

A condition of approval will be the applicant submitting a signage package for review and approval by the JLUB.

4.3 Lighting Standards

4.3.a. Richwood North

A condition of approval will be the applicant submitting a lighting package for review and approval by the JLUB.

4.3.b. Richwood South

A condition of approval will be the applicant submitting a lighting package for review and approval by the JLUB. The proposed lighting for Richwood South will include state of the art lighting for the soccer fields and other areas of the site. The lighting will be computer controlled and the lux up and down remotely.

4.4 Stormwater Management

4.4.a. Richwood North

Stormwater management facilities must be designed as an aesthetic amenity and will be subject to review and approval by the JLUB and cannot be included within buffer requirements.

4.4.b. Richwood South

Stormwater management facilities must be designed as an aesthetic amenity and will be subject to review and approval by the JLUB and cannot be included within buffer requirements.

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Prepared By:

