

Washington Township Master Plan

Land Use Element

May 2004

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(The original of this report has been signed and sealed in
accordance with the law

**Washington Township Master Plan
Land Use Element
May 2004**

Executive Summary

The Land Use element seeks to maintain a balance in the quality of life for residents, business owners and visitors to Washington Township. The Land Use element, in essence, combines the information from the remaining elements of the Master Plan and is designed to help implement the goals and objectives of this Master Plan in map and text form.

Additionally, the Land Use element intends to relate the Township's land use to that which the State Development and Redevelopment Plan (SDRP) proposes. This once rural area has grown to become an extension of the Philadelphia Metropolitan Statistical Area, so much so in fact, that the State of New Jersey's Office of State Planning has listed the Township under the PA-1 and PA-2 Land Use classifications -- Metropolitan Planning Area and Suburban Planning Area, respectively (the other classifications being PA-3 -- Fringe Planning Area, PA-4 -- Rural Planning Area, and PA-5 -- Environmentally Sensitive Area).

While the Township is relatively built out due to the rapid pace of development that occurred between 1960 and 2000, the Land Use element is still able to identify areas of possible future economic development opportunities that should be fostered. Specifically, they include:

- The creation of a Town Center, generally surrounding the area currently occupied by the Municipal Building, Washington Township High School, and Kennedy Hospital.
- The designation of two (2) Redevelopment Corridors along the Black Horse Pike (Route 42) and Delsea Drive (Route 47).
- The general designation of a Mixed Use District concept permitting a mixture of land uses, within the area roughly bounded by Hurffville-Cross Keys Road, Fries Mill Road, Tuckahoe Road, the Cross Keys By-Pass, and the properties located southwest of the Black Horse Pike (Route 42).

Goals and Objectives

- Promote the development of a balanced community with sufficient commercial, industrial, residential, and open space land to meet the needs of existing and future residents.
- Promote the development of functionally and visually distinct areas within the community, encouraging compact, mixed-use neighborhoods, and the efficient provision of a full range of public services.
- To support the preservation and future acquisition of open space lands throughout the Township and develop and promote a Township wide system of open space corridors as a framework to protect the natural environment and scenic values, and provide outdoor recreation opportunities.
- To encourage, though the implementation of design/development standards, a variety of architectural styles to be utilized for residential development.

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- To further encourage human-scale developments, in all land use areas, via the implementation of new design/development standards -- thus continuing the Township's improvement to the quality of life of the residents. These standards will address, but not be limited to, the following:
 1. Architectural standards unique to this region and the Township;
 2. Improved signage standards to reduce street pollution/clutter; and
 3. Landscape requirements that adequately address visual improvements to properties, in addition to serving necessary buffers/screening needs. Additionally, the reduction of impervious surface areas (parking lots, unnecessary storage areas, loading areas, etc.) and, ultimately, the protection of the region's aquifers and well-recharge areas.
- To improve the Township's primary commercial corridors, Route 42/Black Horse Pike and Route 47/Delsea Drive, both from an aesthetic and functional perspective -- possibly via the implementation of a Redevelopment Plan for these locales.
- The creation of a Municipal Town Center roughly bounded by Egg Harbor Road, Hurffville-Cross Keys Road, and Greentree Road;
- To improve the quality of neighborhood business areas, thus encouraging nearby residents to walk to such facilities and thereby reduce traffic.
- To clearly define commercial and industrial areas with natural boundaries and effective buffers.
- The creation of a business park concept within portions of the area currently zoned Planned Industrial (PI), between Route 55 and Route 47.
- Encourage concentration of employment and activity centers at nodes and along transit corridors to maximize the efficiency of the existing and future transportation system.
- The creation of a Gateway Overlay District concept for the area roughly bounded by Hurffville-Cross Keys Road, Fries Mill Road, northeast of Watson Drive, beyond the Cross Keys By-Pass, and up to the lands fronting the Black Horse Pike (Route 42), along Berlin – Cross Keys Road.
- To support the upgrading of substandard properties within the Township through code enforcement efforts, education, ordinance amendments and other initiatives.
- To improve the quality of neighborhood centers and create such centers throughout the Township in a continued effort to reduce the number of trips by car -- increasing the opportunity for non-vehicular transportation alternatives, specifically pedestrian and bicycle.
- Promote planning and design that preserves environmental functions and protects important environmental, cultural, and historic resources.

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- Revise and/or prepare new Land Use Ordinances that preserve the character of the Township, specifically this may include a revised Ordinance to provide more appropriate landscape buffers for existing residents adjacent commercial/industrial development. Additionally, given the close proximity of the Commercial-Industrial (CI) Zone to many residential zoning districts, the removal of some of the heavier industries currently permitted within this zoning classification is recommended.

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I. Introduction

The Land Use Plan for a community is generally perceived to be the "heart" of the entire Master Plan process. This is true for a variety of reasons, chief among them being the fact that "uses of the land" are certainly visible to citizens within the community. Of all the Elements of the Master Plan, the Land Use Element is the broadest in scope and the most critical. In many ways, the Land Use Element represents the backbone of the Plan. It provides the primary basis for the Development Ordinance and Zoning Regulations ultimately established to implement Township land use policies. In the case of Washington Township, the Land Use Plan is not so much intended to create or establish a land use pattern; it is, in effect, designed to ensure maintenance and stability of the Township's present patterns, while also identifying and addressing ongoing changes. Maintaining community stability and diversity are critical elements in keeping the quality of life in Washington Township at a high level. While the Land Use Element establishes overall policy guidelines for the Township's development pattern, it can also be used to address issues on a much more localized level. Issues and concerns affecting neighborhoods, blocks, streets, intersections and even individual tracts of land can be addressed as well. The ability to be as broad or specific as needs dictate is the cornerstone of the Land Use Plan's significance to overall community development.

Often, when members of the general public hear the term "planning", they tend to think the term synonymous with the word "development". This is not the case at all, in fact, the truth is that the American Planning Association's Smart Growth Policies propose limiting development and controlling urban sprawl. For those not entirely familiar with the term "sprawl", it has likely been most accurately defined by Richard Moe, President of the National Trust for Historic Preservation, who stated that sprawl is "low-density development on the edges of cities and towns that is poorly planned, land-consumptive, automobile-dependent [and] designed without regard to its surroundings."¹

The issues at the forefront of Washington Township's land use agenda are not unlike those of similar sized and located communities throughout the country. The need for a well thought-out plan with forward thinking ideas is necessary to combat the negligence of poor land use planning in the past. Land use affects not just a specific property on which a development is proposed, but also the way we live within an area and the quality of life we will have. In fact, the continuation of sprawl has led to and will continue to exacerbate the following issues, according to the American Bar Association's (by Robert H. Freilich) book, From Sprawl to Smart Growth:

- Deterioration of existing built-up areas (cities and first and second ring suburbs);
- Environmental degradation -- loss of wetlands and sensitive lands, poor air and water quality;
- Over-consumption of gasoline energy;
- Fiscal insolvency, transportation congestion, infrastructure deficiencies, and taxpayer revolts;
- Agricultural land conversion; and
- Unaffordable housing.

¹ Lincoln Institute of Public Policy, *Alternatives to Sprawl*, at 4 (1995).

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Efficient land use planning can help to alleviate the aforementioned issues and provide for the improved quality of life that Americans in general, and the residents of Washington Township specifically, are striving to attain.

II. Planning Basis

The Municipal Land Use Law (MLUL) requires only that two (2) of the many elements of a Master Plan be completed for the full Master Plan. One (1) of those is the Land Use Plan Element. The Municipal Land Use Law defines the contents of the Land Use Plan Element as follows:

- A. Taking into account and stating its relationship to a statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based: taking into account the other Master Plan elements; and taking into account natural conditions, including but not necessarily limited to topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands; and
- B. Showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational, and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance; and
- C. Showing the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the "Air Safety and Zoning Act of 1983"; and
- D. Including a statement of the standards of population density and development intensity recommended for the municipality.

Furthermore, the Municipal Land Use Law goes on to say that it does require, under 40:55D-62, a municipal "zoning ordinance or any amendment or revision thereto shall either be substantially consistent with the land use plan element and the housing plan element of the master plan or designed to effectuate such plan elements..."

III. Land Use in Washington Township

Washington Township, Gloucester County's largest municipality with 47,114 persons, lies approximately fifteen (15) miles east of Philadelphia, the nation's fifth largest city. As the city of Philadelphia experienced an out-migration of population over the past few decades, a direct result has been that Washington Township has seen its population explode from 4,923 persons in 1960 to a total of 47,114 persons in the year 2000.

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To provide a better understanding of the rapid growth that has occurred in this Township, the following is a breakdown, by decade, of the growth rate that has taken place (US Census, 2000):

- 1960 - 1970 220% growth rate (from 4,923 to 15,741)
- 1970 - 1980 77% growth rate (from 15,741 to 27,878)
- 1980 - 1990 51% growth rate (from 27,878 to 41,960)
- 1990 - 2000 12% growth rate (from 41,960 to 47,114)

As is demonstrated by the listing, the population growth for the Township occurred very quickly and without adequate preparation (see Figure 1 for additional statistical information). It came during a time of limited city planning practice in our country and state, and at a time of even less concern or understanding for the environment. At that time, Washington Township was rightly perceived as a place of gently rolling hills and tremendous amounts of open agricultural land and green open spaces. However, as this development occurred, the loss of green space has become overtly apparent, as has the need for controlled land use patterns and traffic volume reduction, which have reached "urban" levels.

IV. Relation to State Development and Redevelopment Plan

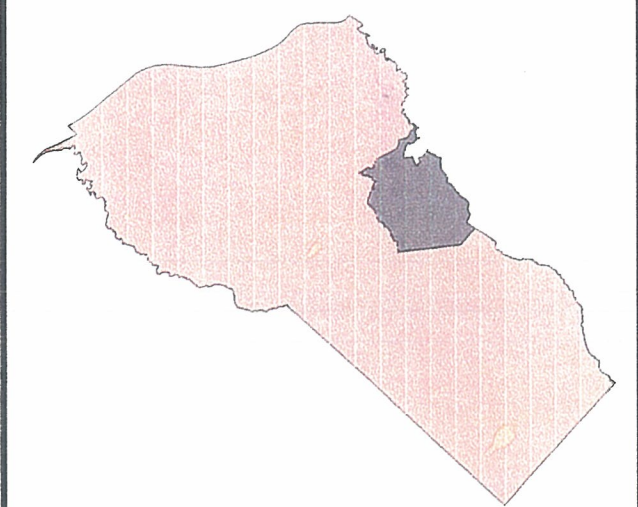
This once rural area has grown to become an extension of the Philadelphia Metropolitan Statistical Area, so much so in fact, that the State of New Jersey's Office of State Planning has listed the Township under the PA-1 and PA-2 Land Use classifications -- Metropolitan Planning Area and Suburban Planning Area, respectively (the other classifications being PA-3 -- Fringe Planning Area, PA-4 -- Rural Planning Area, and PA-5 -- Environmentally Sensitive Area). See Figure 1 on the following page for the State Plan and Redevelopment Plan (SDRP) boundaries.

These land use classifications are utilized by the Office of State Planning in an attempt to begin to create a statewide land use plan, and, as Washington Township prepares the Land Use Element of the Township's Master Plan, it is beneficial to begin synchronizing the two (2).

Specifically, the PA-1 classification encompasses roughly the central $\frac{3}{4}$ of the Township (bordering Mantua, Deptford, and Gloucester Townships), while the PA-2 classification encompasses the northwestern portion of the Township (bordering Deptford Township) and the southern portion (bordering Monroe Township). As such, the PA-2 classification (Suburban Planning Area) is generally zoned Rural (R) within the Township and the PA-1 classification (Metropolitan Planning Area) is generally zoned for more development -- Highway-Commercial (HC), Residential Zoning, etc. In this manner, the Township's current zoning pattern is generally consistent with the State Development and Redevelopment Plan (SDRP).

Figure 1

New Jersey
State Development
and
Redevelopment
Planning Area
Boundary



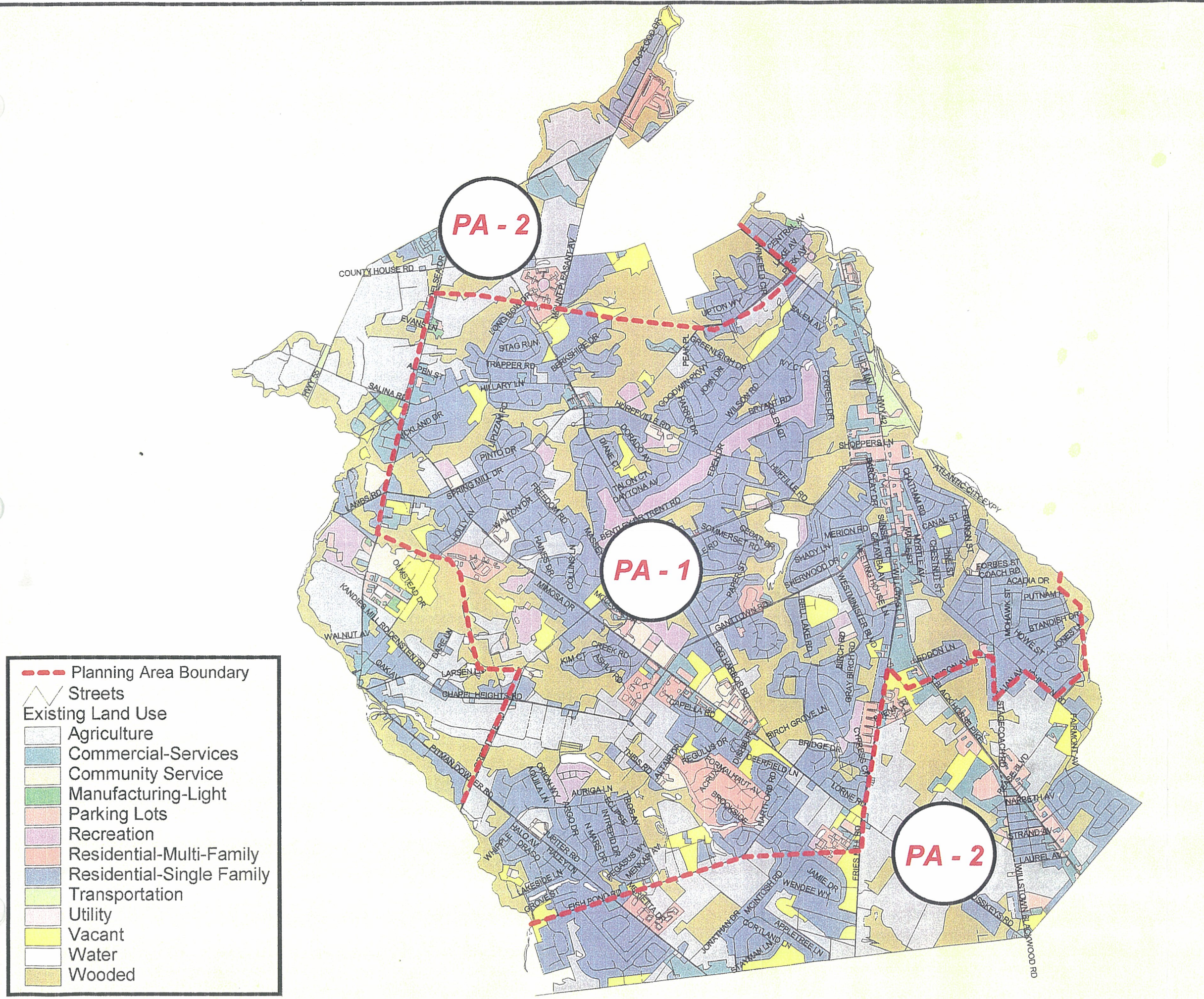
Washington Township
Gloucester County
New Jersey



1 inch = 3,600 feet

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Source: NJDEP, New Jersey State
Development and Redevelopment
Plan



- Planning Area Boundary
- Streets
- Existing Land Use
- Agriculture
- Commercial-Services
- Community Service
- Manufacturing-Light
- Parking Lots
- Recreation
- Residential-Multi-Family
- Residential-Single Family
- Transportation
- Utility
- Vacant
- Water
- Wooded

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V. Land Use Goals and Objectives

- Promote the development of a balanced community with sufficient commercial, industrial, residential, and open space land to meet the needs of existing and future residents.
- Promote the development of functionally and visually distinct areas within the community, encouraging compact, mixed-use neighborhoods, and the efficient provision of a full range of public services.
- To support the preservation and future acquisition of open space lands throughout the Township and develop and promote a Township wide system of open space corridors as a framework to protect the natural environment and scenic values, and provide outdoor recreation opportunities.
- To encourage, though the implementation of design/development standards, a variety of architectural styles to be utilized for residential development.
- To further encourage human-scale developments, in all land use areas, via the implementation of new design/development standards -- thus continuing the Township's improvement to the quality of life of the residents. These standards will address, but not be limited to, the following:
 1. Architectural standards unique to this region and the Township;
 2. Improved signage standards to reduce street pollution/clutter; and
 3. Landscape requirements that adequately address visual improvements to properties, in addition to serving necessary buffers/screening needs. Additionally, the reduction of impervious surface areas (parking lots, unnecessary storage areas, loading areas, etc.) and, ultimately, the protection of the region's aquifers and well-recharge areas.
- To improve the Township's primary commercial corridors, Route 42/Black Horse Pike and Route 47/Delsea Drive, both from an aesthetic and functional perspective -- possibly via the implementation of a Redevelopment Plan for these locales.
- The creation of a Municipal Town Center roughly bounded by Egg Harbor Road, Hurffville-Cross Keys Road, and Greentree Road;
- To improve the quality of neighborhood business areas, thus encouraging nearby residents to walk to such facilities and thereby reduce traffic.
- To clearly define commercial and industrial areas with natural boundaries and effective buffers.
- The creation of a business/industrial park concept within the area currently zoned Planned Industrial (PI), between Route 55 and Route 47.

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**Figure 2
Municipal Population Comparisons**

Municipality	1930	1940	1950	1960	1970	1980	1990	2000
Clayton Borough	2,351	2,320	3,023	4,711	5,193	6,013	6,155	7,139
Deptford Township	4,507	4,738	7,304	17,878	24,232	23,473	24,137	26,763
East Greenwich Twp.	2,031	2,121	2,336	2,722	3,280	4,144	5,258	5,430
Elk Township	1,623	1,656	2,074	2,635	2,707	3,187	3,806	3,514
Franklin Township	3,563	3,464	5,056	7,451	8,990	12,396	14,482	15,466
Glassboro Borough	4,799	4,925	5,867	10,253	12,938	14,574	15,614	19,068
Greenwich Township	2,361	2,563	3,152	4,065	5,676	5,404	5,102	4,879
Harrison Township	1,827	1,805	2,225	2,410	2,661	3,585	4,715	8,788
Logan Township	1,860	1,630	2,222	1,924	1,840	3,078	5,147	6,032
Mantua Township	2,677	2,433	3,548	7,991	9,643	9,193	10,074	14,217
Monroe Township	4,064	4,310	5,531	9,396	14,071	21,639	26,703	28,967
National Park Borough	1,828	1,977	24,196	3,380	3,730	3,552	3,413	3,205
Newfield Borough	880	889	1,010	1,299	1,487	1,563	1,592	1,616
Paulsboro Borough	7,121	7,011	7,842	8,121	8,084	6,944	6,577	6,160
Pitman Borough	5,411	5,507	6,960	8,644	10,257	9,744	9,365	9,331
South Harrison Township	680	686	868	974	1,226	1,486	1,919	2,417
Swedesboro Borough	2,123	2,268	2,459	2,449	2,287	2,031	2,024	2,055
Washington Township	2,068	2,048	2,496	4,923	15,741	27,878	41,960	47,114
Wenonah Borough	1,245	1,311	1,511	2,100	2,364	2,303	2,331	2,317
West Deptford Township	3,956	4,336	5,446	11,152	13,928	18,002	19,380	19,368
Westville Borough	3,462	3,585	4,731	4,951	5,170	4,786	4,573	4,500
Woodbury City	8,172	8,306	10,931	12,453	12,407	10,353	10,904	10,307
Woodbury Heights Borough	997	1,137	1,373	1,723	3,621	3,460	3,392	2,988
Woolwich Township	1,196	1,193	1,343	1,235	1,147	1,129	1,459	3,032
GLOUCESTER COUNTY	70,802	72,219	91,727	134,840	172,681	199,917	230,082	254,673

Source: US Census Data and Gloucester County Planning Board
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VI. Land Use, Open Space Preservation, and the Economics Thereof

Today, Washington Township is a mature community, concerned not with promoting development and urban sprawl, but rather with controlling, maintaining and improving the quality of life for its residents. This goal will be achieved via efforts to preserve open space, such as the 7 November 2000 referendum vote that passed by a wide margin to allocate two (2) cents per \$100 of assessed property value to the preservation and future acquisition of open space lands within the Township.

Land use is intrinsically tied to open space preservation. The Township's recently adopted Open Space and Recreation Element (September 2001) specifically addresses the needs for such action throughout the Township. Open space and agricultural lands are essential elements to a community, or more accurately, the building blocks of a community. The importance, both functionally and economically, is unparalleled by any other land use within the Township.

The preservation of farmland in a community not only protects its natural resources and furthers a community's desired quality of life goals (an element discussed in the Open Space and Recreation element), but also saves an investment in community infrastructure.

Agriculture contributes to the local economies through a variety of direct infusions. It creates jobs, initiates sales for support services and businesses, supports secondary markets, such as food processing. In addition, farmland offers a hedge against fragmented suburban development, while supporting a diversified economic base. In contrast to the sprawl strategies of the 50's and 60's, enlightened land use strategies employing "smart planning" techniques increasingly view agricultural land as a natural resource that is vital to the well being of communities, rather than land that should be turned under the developers spade.

Consistent with these findings is that privately owned and managed farmland generates more in local tax revenues than it costs in services. The American Farmland Trust has developed analyses of more than forty (40) communities in the northeast and Midwest that show, after careful examination of local budgets, that farms, forest and open land more than pay for the municipal services they require. Comparatively, taxes on residential uses consistently fail to cover such costs. Therefore, one may conclude that encouraging the preservation of farmland as part of an economic development strategy is an investment in community infrastructure. In the study prepared by the American Farmland Trust, it was shown that the median cost per dollar of revenue raised to provide public services to commercial/ industrial, farm/forest and residential land uses were \$.29, \$.31 and \$1.11 respectively. The study concludes that local governments are finding out, often too late, that they cannot afford to pay the price of sprawl.

In an effort to realize the goals of open space preservation, Washington Township understands the need to guide and promote future development activity toward existing "nodes" of growth. The primary commercial "nodes" within the Township include the Route 42/Black Horse Pike corridor and Route 47/Delsea Drive. These corridors should

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be designated Redevelopment Areas pursuant to N.J.S.A. 40A:12A-1 et. seq., or Business/Special Improvement Districts (BID/SID) are recommended for establishment within these areas. Either option will ultimately afford the Township the opportunity to improve the character and use of these areas via the implementation of new circulation and transportation patterns, more appropriate building design/scale, improved signage and streetscape standards, et al.

Relative to the efforts to preserve open space lands in accordance with the New Jersey Office of State Planning's recommendations, the Township is proposing to increase the presence of sidewalks throughout the community and is promoting additional bike paths and off-street pedestrian trails that would connect parklands, schools, and public buildings throughout and provide for the safe and efficient access of all residents.

Following similar land use patterns, the Township should promote the location of small neighborhood "centers" within/near existing/proposed residential developments. These small commercial neighborhood "nodes" would provide for services generally desired by residents within close proximity to their house -- services such as neighborhood restaurants, dry-cleaners, sundry shops, banking, etc. Again, this is an issue of quality of life, and if appropriately designed, these "centers" can be attractive and effortlessly fit into the scale of a residential neighborhood.

VII. Smart Growth and Redevelopment/Economic Development

Smart growth and economic development can be carried out by a host of initiatives by the community. Typically, such action is promulgated initially by rezoning tracts of land for non-residential uses. This is the Astatic planning process that relies upon the marketplace to seek out the community and initiate development. The process is not proactive and depends upon market conditions to encourage development. In smart growth scenarios the planning process attempts to streamline the decision-making process where market conditions are anticipated in advance to fill realistic needs within the regional development scenario. Thus, smart growth plans drive the economic development process by sending a clear message to the development community on when, where and how the market needs will be accomplished through defined plans for specific areas. The ultimate manifestation of smart growth planning is the creation of strategic implementation strategies that define areas for redevelopment and provide the financial incentives to assure their implementation.

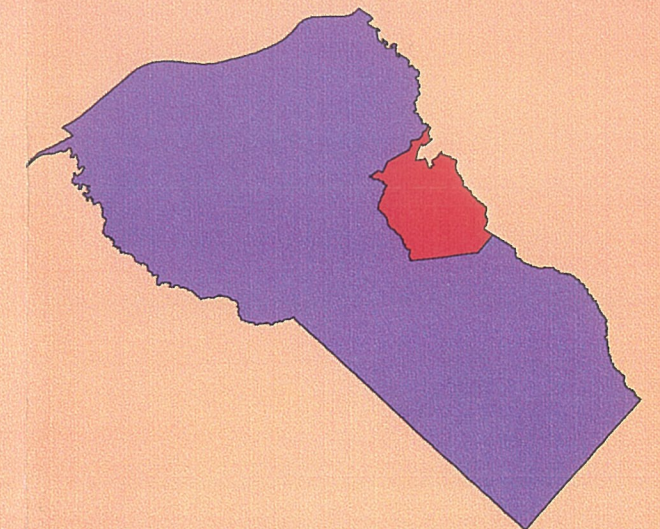
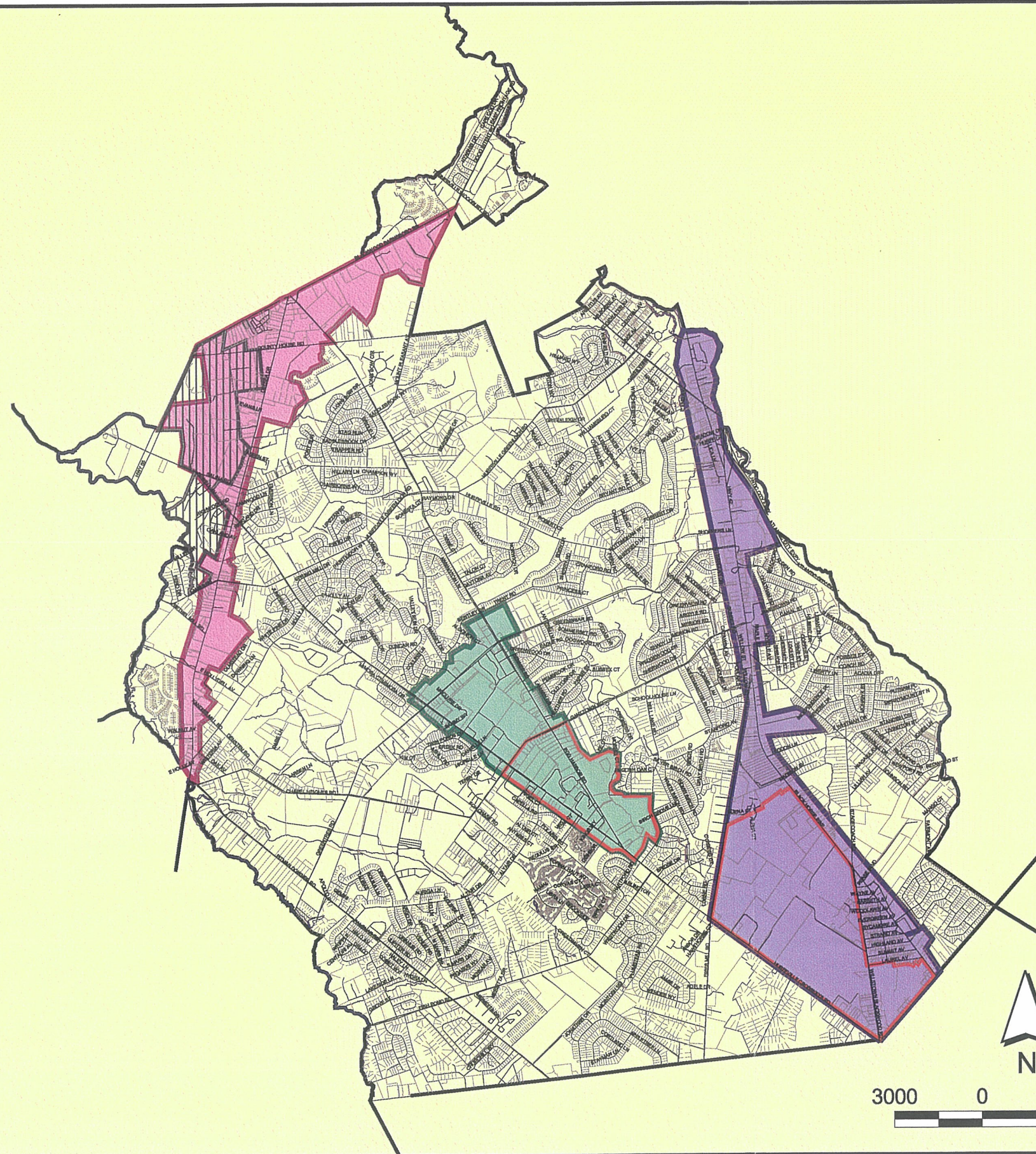
In Washington Township, strategic target areas have been defined along the Route 42/Black Horse Pike and Route 47/Delsea Drive Corridors:

- The Route 42/Black Horse Pike corridor extends from the northern boundary of the Township at the North Branch - Big Timber Creek south to Berlin - Cross Keys Road. Additionally, Fries Mill Road branches off of Route 42 and the area between Route 42 and Fries Mill Road (south to Hurffville - Cross Keys Road) should be considered for inclusion within this Redevelopment Area.

Figure 3
Washington Township
Proposed Overlay Districts
Gloucester County, New Jersey

Legend

-  Black Horse Pike Redevelopment Corridor
-  Gateway Planned Development Overlay District
-  Delsea Drive Redevelopment Corridor
-  Mixed Use Opportunity Area
-  Town Center Overlay District
-  Medical District Overlay



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- Route 47/Delsea Drive, the older commercial corridor in the Township, extends from Blackwood - Barnsboro Road in the north, in a southwesterly direction, toward the Township boundary at the intersection with Pitman Downer Road.

These areas should be analyzed thoroughly for inclusion within a designated Redevelopment Area. The importance of re-establishing these commercial corridors is evidenced by the fact that Washington Township currently relies too heavily upon residential tax revenues (see Figure 4). At present time, almost 70% of the Township's assessed value lies within residential land uses. This number alone justifies the need to strengthen the Township's existing commercial base along the corridors, and locate new commercial ventures in areas appropriately zoned for such.

Additionally, smart growth planning strategies should be utilized for the proposed Town Center area, the proposed Mixed Use District, and the proposed Office Park/Industrial Belt as noted below.

**Figure 4
Tax Assessment Table
Washington Township**

Land Use	# of Parcels	Assessed Value
Apartments	8	38,959,200
Residential	15,292	1,907,259,400
Farmland (Regular)	44	6,004,700
Farmland (Qualified)	99	787,000
Industrial	12	5,945,200
Commercial	705	348,840,900
<u>Vacant</u>	<u>1,245</u>	<u>55,613,000</u>
TOTAL	17,405	\$2,757,154,700
 <u>Tax Exempt Lands</u>		
Disabled Vets		6,037,600
Cemetery		1,181,900
Public School		48,349,300
Other School Property		2,266,600
Public		53,422,100
<u>Church & Charitable Property</u>		<u>47,394,200</u>
TOTAL		\$158,652,400

Source: Washington Township Tax Office and GIS Data
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A. Town Center

All communities strive to create a sense of place -- a unique space that helps to define the community's character, an area that serves as the "center" of everyday activity. A Town Center is an area/district envisioned to provide shopping, employment, cultural and recreational opportunities for all residents of the Township. The intent of the specific design standards for buildings, streetscapes and parking within the Town Center Overlay District, is to achieve development that is consistent with neo-traditional design concepts. Some of these concepts include, but are not limited to; attractive pedestrian-oriented streets, providing a complementary mix of commercial, institutional, and residential development, a connected network of streets and accessways to reduce automobile dependency, attractive sidewalks, lighting and planting, and a unique architectural character where individual buildings maintain distinctive architectural character that relates to, but neither matches nor contrasts, the scale of nearby structures (see Figure 5).

The Town Center Overlay District is discussed in further detail in the paragraphs following. The general area is the "triangle" area roughly bounded by Hurffville-Cross Keys Road to the south, Egg Harbor Road to the north, and Greentree Road to the west. The District would include both sides of the aforementioned streets to maintain a consistent streetscape appearance, and provide for orderly vehicular/pedestrian circulation. The area is comprised of approximately 285 acres.

Already located in this area are the Washington Township Municipal Building headquarters, Washington Township High School, Performing Arts Center, Kennedy Medical Center, the Acme Shopping Center, Cherry Tree Crossing Shopping Center, and Cardinal Village Retirement Center. Currently, these developments are disjointed with no direct linkages to each other, except for the automobile.

Recent years have seen tremendous growth within the medical industry in this area, a direct result of the geographical location of Kennedy Hospital. Currently, two (2) new medical office complexes have been approved for construction directly across from the Hospital along Egg Harbor Road. Within these developments, planning for the Greenways Corridor has been taken into account. This pedestrian/bicycle trail will serve as an important link throughout the Township in the future. More specifically, overall pedestrian access is absolutely necessary for the success of the Town Center. All buildings, existing and proposed, must be linked via the implementation of sidewalk and bicycle lanes.

Improved streetscape designs including pavement patterns within the sidewalk, new street lights, painted/designed traffic signal poles (differentiating such from the other areas of the Township), improved signage standards, bicycle racks/stands, architectural standards, etc.

TOWN CENTER OVERLAY AREA DEVELOPMENT OPPORTUNITIES

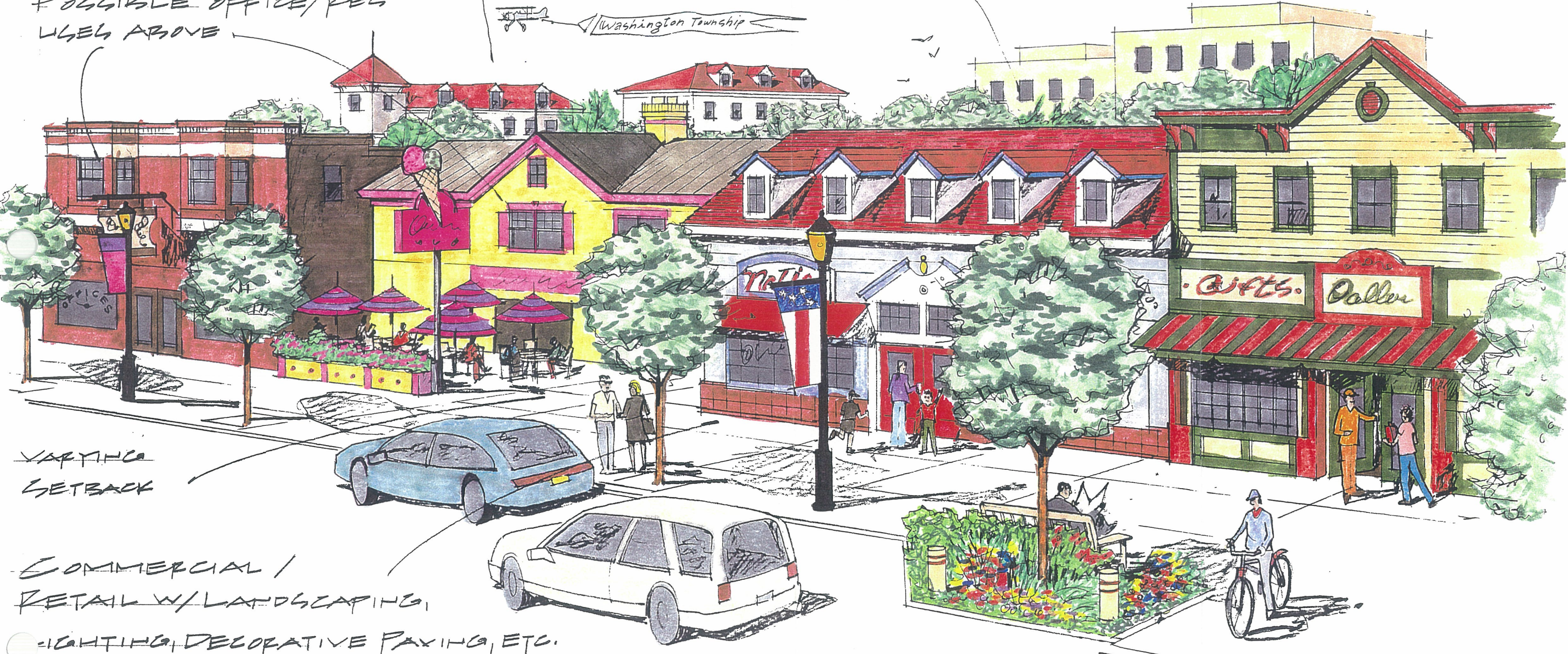
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Professional Planners
27 Gordon's Alley
Atlantic City, New Jersey 08401

ASSISTED LIVING
COMPLEX BEYOND

POSSIBLE OFFICE/RES
USES ABOVE

KENNEDY HOSPITAL
BEYOND

Washington Township



VARYING
SETBACK

COMMERCIAL /
RETAIL W/ LANDSCAPING,

LIGHTING, DECORATIVE PAVING, ETC.

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While much of the 285 acres of the proposed Town Center are already developed, there still exists the opportunity for infill development and redevelopment. The Township should consider the future of the municipal complex building. The current building houses only the municipal offices. It is recommended that the Township Administration review the concept of a single municipal complex that would house all municipal offices, incorporating the police department and other agencies. It is further recommended that any future construction utilize a mixed-use concept. Figure 6 (on the following page) illustrates a mixed-use municipal complex to satisfy the needs of the Township and further the goals/intent of the proposed Town Center.

It is recommended that the Town Center be implemented as an overlay district that incorporates the appropriate design/development regulations to guide future development/redevelopment. Within the Town Center Overlay District a medical center district should be incorporated – primarily concentrated within the southeastern half of the Town Center Overlay District.

POSSIBLE FUTURE MUNICIPAL SERVICES
BUILDING ... COMPLEX

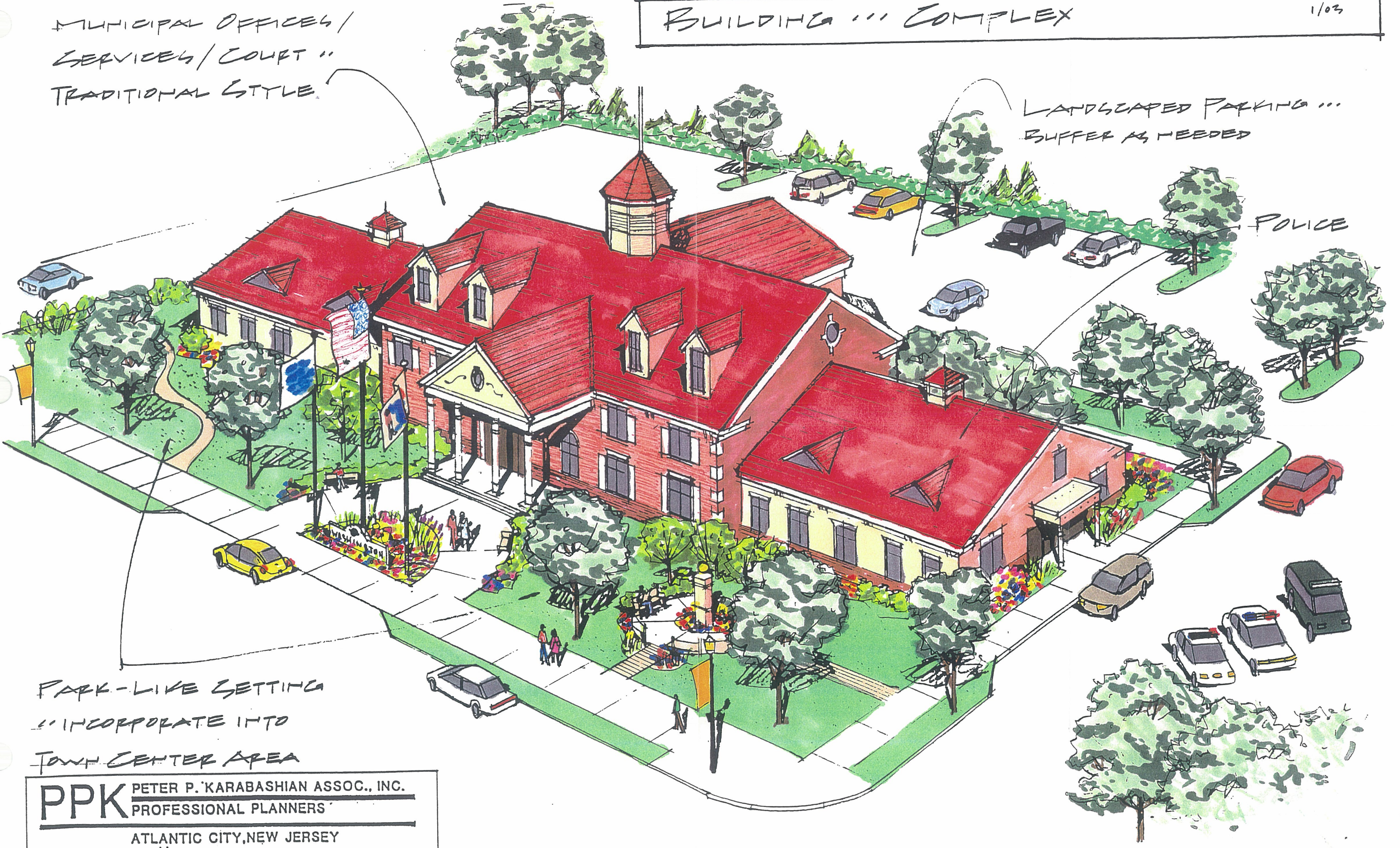
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MUNICIPAL OFFICES /
SERVICES / COURT ...
TRADITIONAL STYLE

LANDSCAPED PARKING ...
BUFFER AS NEEDED

POLICE

PARK-LIKE SETTING
... INCORPORATE INTO
TOWN CENTER AREA



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The primary policy goals of the Town Center Overlay District are:

- Develop a Town Center that reflects the traditional character of this evolving Township -- from rural characteristics to more urban characteristics.
- Encourage innovative mixed-use and multiple-use plans, i.e. the creation of apartments/flats above commercial and office uses that are integrated into the plan.
- Provide greater opportunities for housing, commercial, recreation and care facilities to all residents of the Township.
- Create a layout of streets and open space edges (linear parks) which encourage pedestrian interconnections to the Town Center civic and commercial uses within 2000 feet walking distance to the Center.
- To encourage a more efficient use of land and public services by directing development in a pattern that resembles a traditional mixed-use, multiple-use Town Center.
- Provide an approval procedure which will require all development to relate the type, design, and layout of development on any site to relate to the surrounding environs and context, and to the Township's goal of encouraging neo-traditional residential/mixed use development in a manner sensitive to the preservation or enhancement of property within existing residential areas.
- Promote land development practices that will promote the public health, safety and welfare by creating a Towns Center as an alternative to conventional modern, use-segregated development, such as larger lot suburban subdivisions and strip commercial developments.
- Alleviate undue traffic congestion by reducing excessive sprawl of development and the segregation of land uses that result in the inefficient use of land and which necessitates the use of private vehicles.
- Promote the creation of places which are oriented to the pedestrian, promote citizen security, and social interaction.
- Create a unique and architecturally significant streetscape for the area.
- Promote development where the physical, visual, and spatial characteristics are established and reinforced through the consistent use of compatible urban design and architectural design elements. Such elements shall relate the design characteristics of an individual structure or development to other existing and planned structures or developments in a harmonious manner, resulting in a coherent overall development pattern and streetscape.

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- Within and around this area should be the inclusion of possible age-restricted development. In general, larger scale senior citizen housing developments should be located on or immediately off of main roads for better access to retail sales and services as well as being more accessible for emergency personnel. Ideally, developments designed for active seniors and independent living should be located close to grocery shopping, banking, medical, and governmental services -- necessary elements of the proposed Town Center.

B. Gateway Planned Development Overlay District

The proposed Gateway Planned Development Overlay District is comprised of approximately 670 acres, and is to be located at the corner of Hurffville-Cross Keys Road and Fries Mill Road, from northeast of Watson Drive up to the Black Horse Pike, to Tuckahoe Road, including the Cross Keys By-Pass stretching northeast towards the Black Horse Pike (Route 42) incorporating the land south of Laurel Avenue to Berlin – Cross Keys Road. This area is currently zoned Commercial-Industrial (CI) and Highway-Commercial (HC) and contains in excess of ±300 acres of undeveloped land.

A Park 'n' Ride, as currently proposed, at the intersection of the two (2) roads will anchor this district to the greater community. From this potential twenty-four hour node of activity, people will be dispersed throughout the area via a system of sidewalks, pedestrian/bicycle paths and trails enlivened with outdoor features. Certainly, it is recommended that the proposed Gateway Planned Development Overlay District concept would utilize a vehicular circulation pattern that remains true to a grid-iron pattern, thus furthering the goals of Smart Growth and traditional layout/design.

This area would accommodate retail development including “big-box” retail with architectural styling to integrate it into an traditional village theme, area retail specialties, restaurants, and entertainment within the District – some of which may be located above/adjacent any proposed retail or office developments. The implementation of larger office buildings (campus setting) could be incorporated into the area. Discussions regarding increasing the heights permitted for office buildings should be considered, primarily in an effort to preserve open space lands for active and/or passive recreation. Multi-story buildings, in the creation of a tightly-knit Center, should be examined for viability. As part of the overlay district, current Area & Bulk standards should be reviewed and revised where necessary.

Additionally, the possibility of incorporating (as a small percentage of available/total land use) age-restricted housing and/or an assisted living development within this area should be considered. Such development would offer additional opportunities for housing within the Township to those residents over the age of fifty-five. However, any proposed age-restricted development should be completed as a planned development in which appropriate small-scale commercial / office development accompanies the housing. Age-restricted housing development should occupy no more than approximately 10% (±70 contiguous acres) of the Gateway Planned Development Overlay District (this percentage should be reviewed and discussed in detail at the Planning Board level).

DESIGN PRINCIPLES ILLUSTRATED
MIXED USE DISTRICT

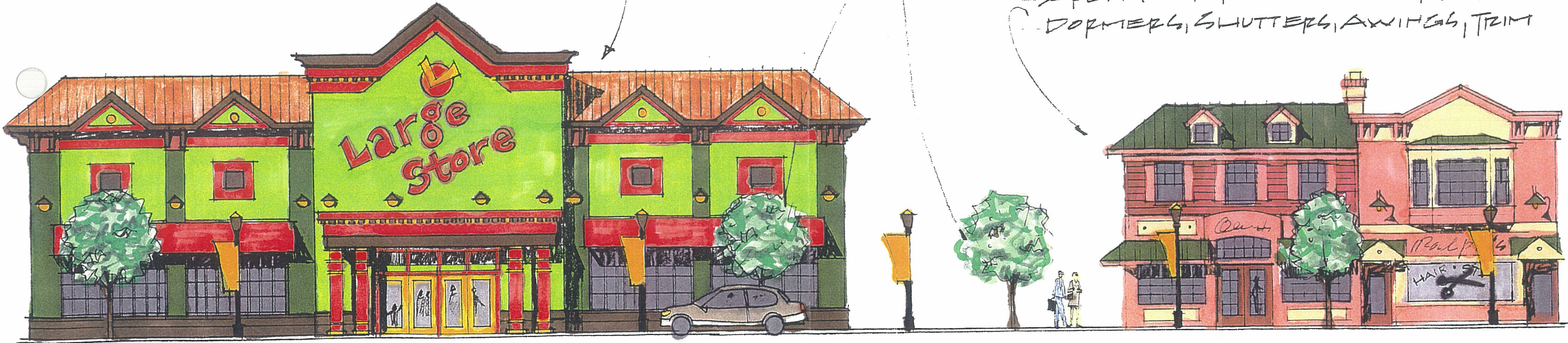
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BUILDING ARTICULATIONS, PROJECTIONS,
AWNINGS, TRIM & STYLE COMPLIMENTS
CHARACTER & SCALE OF ADJACENT
VILLAGE SHOPS

CONTINUITY & VISUAL LINKAGE
THROUGH LIGHTING, LANDSCAPING,
DECORATIVE WALK SURFACES, ETC.

ARCHITECTURAL DETAILS, BAYS,
DORMERS, SHUTTERS, AWNINGS, TRIM



ELEVATION

LARGE RETAIL DEPARTMENT STORE
TYPE DEVELOPMENT

SMALLER COMMERCIAL/SPECIALTY
SHOPS, OFFICES, ETC.

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As noted, the site is currently zoned Commercial-Industrial (CI). Within this zoning district, the following are permitted uses pursuant to §22-22.1 that should be reviewed and possibly removed from this zoning district within the proposed district location due to its close proximity to existing single-family residential neighborhoods (i.e. Wrenfield, Croften Run):

- h. The manufacture, compounding, processing, packaging or treatment of the following previously prepared materials: bone, cork, feathers, cellophane, ceramics, felt, fur, glass, hair, horn, paper, pharmaceuticals, plastics, shells, iron and steel, aluminum, leather, plaster, metals, precious and/or semiprecious stones, wood, yarns, containers or novelties from paper or cardboard, natural or synthetic rubber, tobacco, textiles or textile products and perfumes.*
- i. The manufacture of musical instruments, toys, novelties, and electrical or electronic devices; home, commercial and industrial appliances and instruments, including the manufacture of accessory parts or assemblies; dental and medical equipment; watches and clocks; optical goods, drafting equipment and canvas products.*
- k. Carpet or rug cleaning; laundry, dry cleaning and dyeing plant.*
- m. Light metal processing as follows: cleaning, finishing, grinding, heat treating, plating, polishing, rustproofing and sharpening; metal stamping and extrusion of small products; similar metalworking processes.*

The aforementioned uses are of concern not only due to the proximity of residential development to the Gateway Planned Development Overlay District, but also due to the fact that a majority of the site sits atop wellhead protection zones. Any use that may have the opportunity to release chemicals into the ground should be prohibited -- the newly adopted overlay Wellhead Protection Ordinance supports this restriction as well.

The land zoned Commercial – Industrial (CI) should be examined for possible revision – the Highway – Commercial zoning classification more accurately reflects what is currently existing (and proposed).

Additionally, the Area & Bulk standards for this Zoning District should be re-examined -- additional landscape buffering requirements may be necessary to protect adjacent residential uses.

C. Mixed Use / Office Park -- between Route 55 and Route 47 (Delsea Drive)

Much of this land is currently zoned Planned Industrial (PI), with some Commercial-Industrial (CI) and Rural (R) zoning included as well. The area encompasses more than 150 acres that maintain easy access to Egg Harbor Road with the possibility of future access to Route 55.

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The area currently exists primarily of vacant land and disjointed industrial warehouses -- no common entrance / office park concept is present. If developed properly, this area could be marketed for future commercial and office uses (see Figure 8).

It is worth noting that the soccer fields adjacent to Aron's Circle Park and adjacent lands for possible open space acquisition (Block 16, Lots 1.01 & 4.08) may serve as a passive recreational aspect to such mixed use / office park development. Additionally, the wetlands associated with Bee's Branch and Mantua Creek must be protected pursuant to NJDEP standards, and should be further utilized as a passive recreation area serving any future development.

The need for increased business opportunities for Township residents is quite strong at the present time should Washington Township desire to preserve the quality of life currently enjoyed. Efforts should be made by the public and private sector to market the Township to future businesses. By marketing the Township, it is intended that locational analysis will be examined noting the positive demographics of the Township and its immediate region (the fact that more than 2.3 million potential customers live within a 30 minute drive of the Township). The marketing of *only* land is not sufficient -- the Township must market itself as a cohesive entity. The creation of a corporate park area with mixed use commercial development is a step in the right direction.

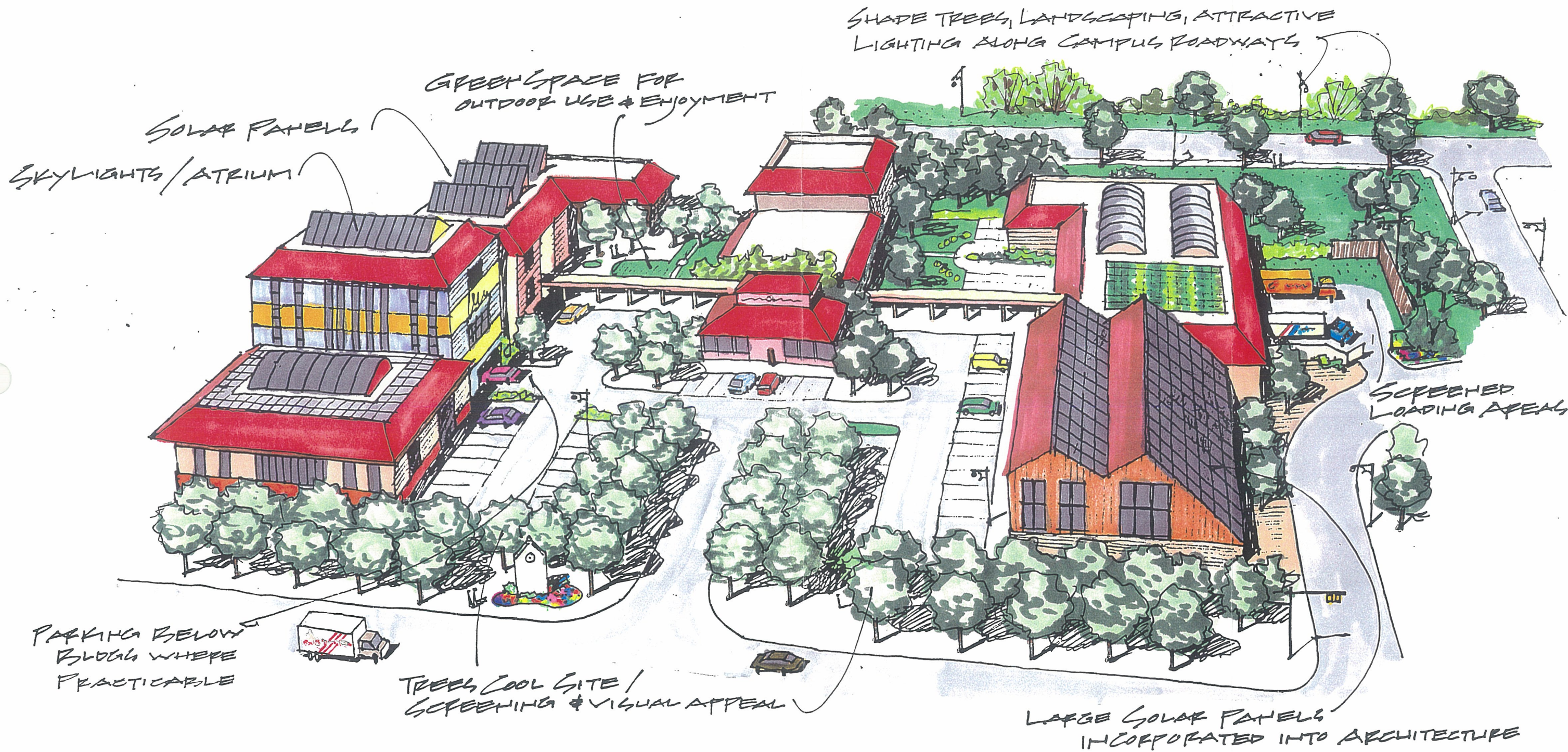


ILLUSTRATION: CAMPUS STYLE OFFICE COMPLEX

WITH ENERGY CONSERVATION
CONSIDERATIONS 1/03

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VIII. Identified Land Use Issues

The Washington Township Master Plan Committee (WTMP Committee) has been in effect for more than two (2) years, and has been instrumental in conducting research throughout the Township, organizing consensus among differing elements of the community, drafting reports to address a variety of citizen concerns. The WTMP Committee meets with the public on a bi-monthly basis to provide/create the necessary information to implement the Township's Master Plan.

The following is a list of some of the most frequently raised issues pursuant the meetings that have taken place over the past eighteen (18) months.

A. Open Space

The most commonly voiced concern throughout the community is the need for the preservation and acquisition of open space. On 7 November 2000, the residents of Washington Township overwhelmingly voted, by nearly two (2) to one (1), to approve a non-binding referendum that included a dedicated 2 cents per \$100 assessment for the preservation and acquisition of additional open space lands within the community. The process of acquisition has begun and is being supplemented with Green Acres funding sources. The bonding of such monies will allow the Township to further pursue the Open Space goals in a shorter period of time.

B. Design/Development Issues

Issues of architectural integrity, and lack thereof, throughout the community were consistently articulated by members of the WTMP Committee. Primarily, members discussed the "big box" retailers and their construction of "cookie cutter" buildings that are out of place and out of scale with the community. Additionally, the need for new signage and landscaping ordinances was noted. The members reiterated the need for strict design/development standards to be incorporated within the Township Land Use & Zoning Ordinance.

1. Architectural Design

The theme of the proposed Town Center area should be neo-traditional design/planning. Neo-traditional design is typically defined as, planning which emphasizes more traditional layout, such as street grids, rather than curvilinear or cul-de-sac streets, with activity focused in common areas. Additionally, the architecture of such developments is vernacular (relative to the historic architecture of the area) and small in scale -- individual buildings/storefronts, use of canvas awnings, unique characteristics to each building, steeply pitched roofs (6:12 or better), the use of natural materials only: brick, wood, masonry, etc.

The possibility of zero lot line (no setbacks) along a future "Main Street" should be considered.

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It should be noted that the aforementioned design standards and implementation of neo-traditional planning on a more general scale is recommended Township-wide.

All developments should be required to construct all necessary sidewalks within the proposed development area.

2. Landscape Plan

Language should be incorporated into the Township Ordinance stating that a complete Landscape Plan is required as part of any site plan or subdivision application. Such plan should be completed by a Landscape Architect and include, but not limited to, the following: foundation plantings; screening of storage, trash enclosure(s), parking lot(s), etc.; perimeter buffer; street/driveway trees; existing vegetation preservation (and methods); well-landscaped stormwater basins; the exclusion of rock/gravel in landscaped areas and the replacement with mulch; ornamental features; etc.

Along similar lines, any fencing proposed for projects should utilize ornamental fencing (aluminum "faux wrought iron" fence design) in lieu of chain-link fencing.

Buffers throughout the Township should be examined for effectiveness -- more strict standards may be applicable for many of the areas. Specifically, buffers separating industrial/commercial land uses from residential uses should be improved. Similarly, any residential developments located adjacent the Atlantic City Expressway must be provided with a Landscape Buffer that effectively mitigates sight, sound, and light pollution.

3. Environmental Standards

New ordinances should be adopted relative to the need to protect groundwater supplies, revised stormwater basin designs should be incorporated within the Township Ordinance ensuring that Best Management Practices are being implemented. A wellhead protection ordinance has been prepared and adopted by the Governing Body, such is a step in the right direction.

4. Development Impact Fees

Despite the fact that Washington Township is relatively built-out, the opportunity for additional development remains -- it is estimated that approximately 900 acres of developable (less some wetland acres) land exists within the Township. While much of this is recommended for preservation, development in the appropriate areas should have Impact Fees associated and commensurate with the proposed development. Such Impact Fees for streets, utilities, etc. should be incorporated within the Township's Land Use Zoning Ordinance -- these types of proposals, and others, for shared infrastructure costs should be examined further.

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5. Lighting Standards

Standards for parking lot and area lighting should be clarified for all areas. For example, allowable heights of light poles should not exceed 20'-0" (15'-0" in residential areas) and light fixtures shall maintain an ornamental design and be constructed of metal, etc.

Within the proposed Town Center specifically, traditional light poles (circa turn of the century/historic design) utilizing high-pressure sodium vapor lighting are recommended.

6. Signage

Throughout the Township, additional signage restrictions should be incorporated: monument style signage only (maximum height of 5'-0" - 15'-0" dependant upon sight triangles), masonry construction with metal, internally illuminated signs not permitted, custom designed signage, elimination of unsightly copy-boards, etc.

Channel letters rather than panel sign should be utilized for façade signage.

The Township Ordinance should be revised to reflect a new concept for signage, specifically along the primary commercial corridors where current signage constitutes visual clutter in some instances.

7. Streetscape

Recommendations for the proposed streetscape of the proposed Town Center should be developed. Such specifics might include: brick pavement patterns within the sidewalk details, ornamental light posts, a grass median (minimum 5'-0" wide with street trees planted no more than 30'-0" on center) located between the street curb and the sidewalk, benches, trash receptacles, planters, etc.

8. Tree (Replacement) Ordinance

The existing tree ordinance should be revised to prohibit any removal of trees on a site being proposed for future development. In the past, developers have simply removed trees at will prior to appearing before the Township Planning or Zoning Boards, thereby eliminating the requirements of the Township Ordinance.

C. Traffic Issues

Traffic issues were noted to be serious issues, specifically in various intersection locations throughout the Township -- specific concerns relative to traffic volume, traffic safety, vehicular/pedestrian conflicts, traffic signalization, and speed were identified. The following intersection locations were specifically noted as serious traffic problems:

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- Five-points intersection;
- Berlin-Cross Keys and Hurffville-Cross Keys intersection;
- Black Horse Pike, specifically from Shoppers Lane to Ganttown Road;
- Hurffville-Cross Keys Road, between Greentree Road and Fries Mill Road; and
- Delsea Drive.

Such issues are specifically addressed in the Transportation and Circulation Element of the Master Plan. It is recommended that the Township complete a Transportation Improvement Plan (TIP) to more accurately identify the existing and anticipated traffic concerns.

D. Kennedy Hospital

The hospital and the surrounding land uses is an issue that must be addressed -- the presence of the hospital, as it continues to grow, is changing the mix of land uses within the Egg Harbor Road, Hurffville-Cross Keys and Ganttown Road "triangle". The future plans of the hospital must be ascertained to plan for the anticipated growth within this area -- increasingly, this area will likely see Institutional (INS) land uses develop, relative to the hospital's presence. The possibility of a Medical Complex/Center overlay district should be examined for this area, or make such a significant aspect of the proposed Town Center Overlay District.

The existence of the hospital tremendously impacts the proposed layout of the Town Center Overlay District. Efforts should be made by the Township Administration to work with the hospital administration regarding future plans for the hospital and possible expansion. The hospital, staffing approximately 1,700 employees is one of the largest employers within the Township and will continue to play a vital role in the economic development of the region.

E. Environmental Protection

Given the rapid rate of population growth over the past three (3) decades, the issue of environmental safety must be addressed within the Land Use Element of the Master Plan. The specific issues, as presented by the WTMP Committee and interested citizens, encompass; a new stormwater management plan, wellhead (aquifer) protection, wetlands preservation/protection, endangered species protection, viewshed protection, stream encroachment, tree protection, etc.

Relative to environmental protection may be the issue of Wireless Communication Towers. While the Township has implemented an Ordinance to address the concerns of the community, the issue of visual clutter within the Township remains an issue. The Township should examine the implementation of Visual Impact Fees for future proposed Wireless Communication Towers (and co-locations).

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F. Pedestrian Circulation

Pursuant recent analyses of the Township's sidewalk and pedestrian circulation system, the Planning Board, the Zoning Board, and the Governing Body have taken it upon themselves to enforce the requirement of sidewalks with all site plan and subdivision requests.

During the 1980's and 1990's, sidewalks were not consistently required by the Planning and Zoning Boards for all projects, and as a result, many streets throughout the Township are deficient of any type of pedestrian walkway.

If a project appears before any of the Township Boards for site plan/subdivision approval, sidewalks are a requirement, unless the specific site is deemed unnecessary to effectuate adequate pedestrian circulation. If this is the decision, the Planning Board makes such recommendation to the Governing Body and, if approved, the Applicant is required to pay a contribution equal to, and in lieu of, the cost of the provision of sidewalks. This money will go the Sidewalk Fund to be applied to the construction of sidewalks in an area that is identified as necessary on the Sidewalk and Pedestrian Plan.

G. Education Facilities

The location and demographics of the Township's educational facilities must be examined for percentages of growth/decline (historically), location of facilities, relation to non-vehicular modes of transportation (pedestrian, bus, bicycle access, etc.).

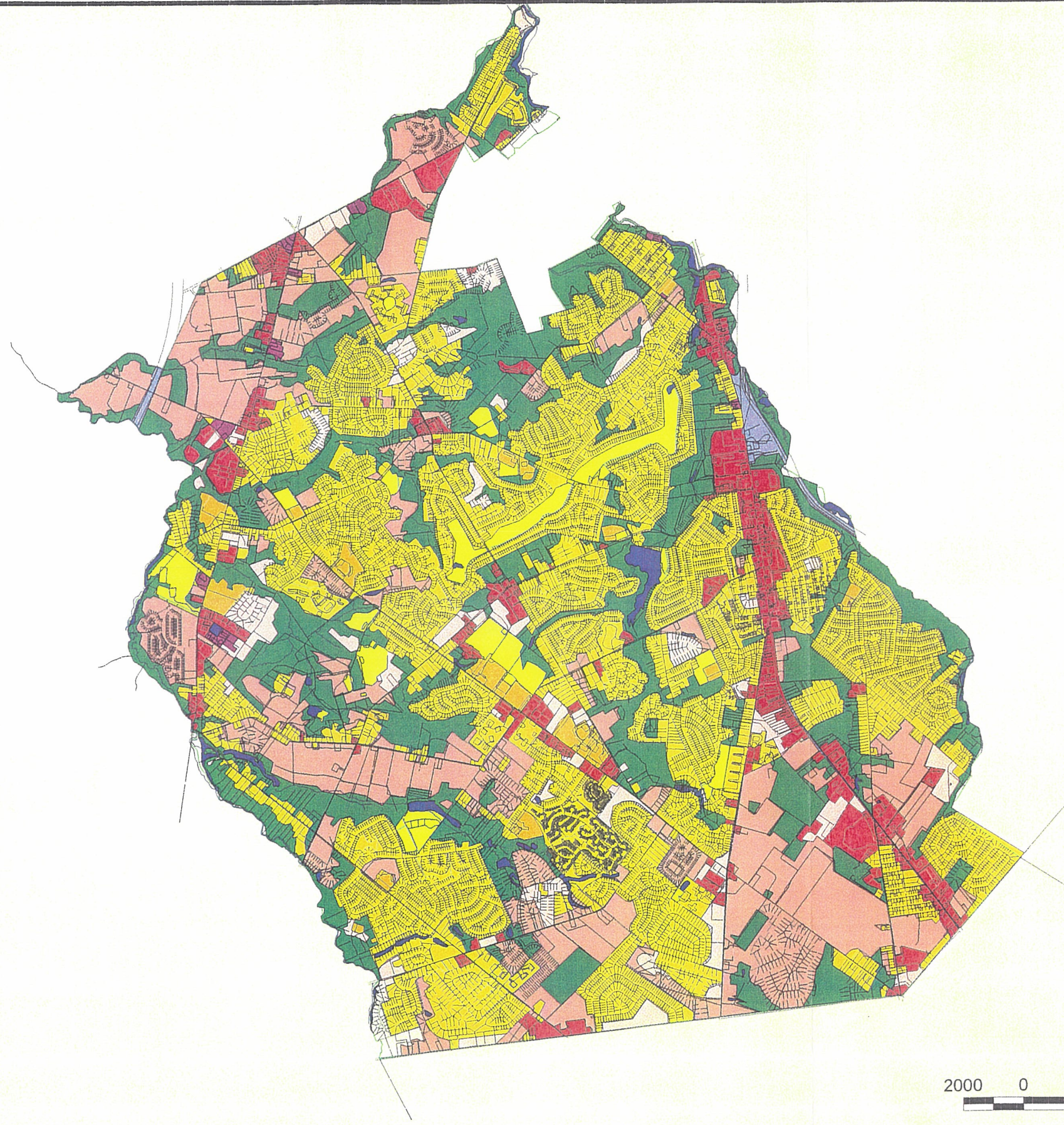
IX. Existing Land Use

The Existing Land Use Plan Map, Figure 9, illustrates the existing land use pattern within the Township. The Existing Land Use Map is one that has been prepared utilizing all available GIS data, and has been updated, to the extent possible, to incorporate development that has occurred recently.

The Land Use Plan Element is designed to serve the projected needs of the community to accommodate new growth and development anticipated over the next six (6) years and beyond. This plan is based upon the community goals as discussed previously. The land use plan is intended to be a framework for development, recognizing that each individual land use has a significant impact, if not on the entire community, on the adjacent properties. Thus, the well researched placement and recommendation of land use patterns is essential to an improved quality of life for the Township's residents.












The Existing Land Use Plan Map details the basic elements of the Master Plan recommendations with respect to land use. Specifically, the Land use Plan Map indicates the location, extent and intensity of development of land that is used for residential, commercial, industrial, public and other land uses. It is intended to serve as a general guide to the community for developing more detailed land use proposals and regulations. It should be noted that the actual regulation of land use districts as shown

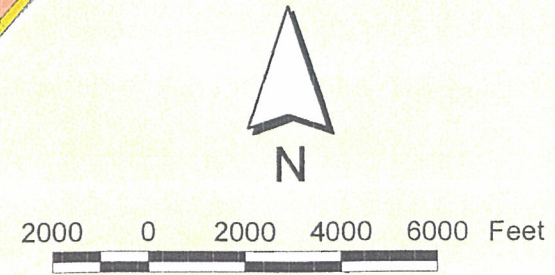
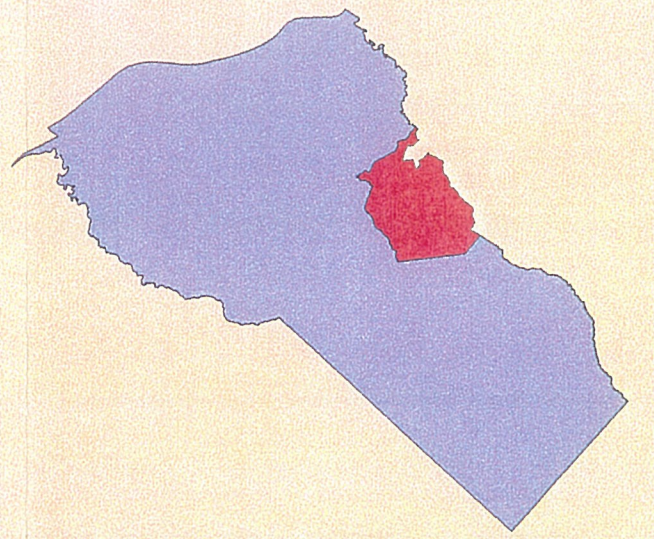
Figure 9
Washington Township Existing Land Use
Gloucester County, NJ



Legend

Existing Land Use

	Agriculture
	Commercial Services
	Community Service
	Manufacturing
	Recreation
	Residential
	Transportation
	Utility
	Vacant
	Water
	Wooded



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 Source: NJDEP

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on the Land Use Plan Map must be implemented through revisions to the Township Land Use Ordinance, to be adopted by the Governing Body.

**Figure 10
Land Use in 1990
Acreage By Municipality**

	Washington Township	Gloucester County
Developed Uses		
Single Family Residential	4,336.3	28,153.9
Multi-Family Residential	365.6	1,577.0
Industrial	310.6	5,888.8
Commercial	564.7	3,349.3
Public / Quasi-Public	285.2	2,576.1
Recreation	521.0	3,197.0
Transportation	<u>808.9</u>	<u>8,831.5</u>
Total Developed Uses	7,192.2	53,573.6
Undeveloped Uses		
Agricultural	2,566.2	62,879.3
Vacant	1,556.0	16,566.3
Wooded	2,940.8	62,865.0
Wetland	3.3	12,552.4
Water	<u>196.5</u>	<u>3,252.3</u>
Total Undeveloped	7,262.8	158,115.3
TOTAL ACRES	14,455.0	211,688.9

Source: Gloucester County Planning Department
Prepared by: Peter P. Karabashian & Associates, Inc.

A. Residential

There exist eight (8) single-family residential land use categories within the Township Land Use and Zoning Ordinance that are illustrated on the Zoning Map for Washington Township. These eight (8) specific districts are noted as a single Residential Land Use on the proposed Land Use Plan Map. The Existing Land Use Plan for the Township illustrates that approximately 41% of the land in Washington Township is occupied by residential development/land. This is the single largest land use within the Township and is cause for concern. Typically, an "average" municipality tends to see no more than 25% - 35% of its total land area being utilized by residential development.

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According to the Gloucester County Planning Department's 1998 Data Book study of land use acreage (using the most recent numbers available -- 1990), the amount of residential land use for the County is only 14%. Should you adjust for the County's $\pm 3\%$ average growth over the previous two (2) decades, the total would amount to $\pm 17\%$ for the year 2000, still well below the numbers for Washington Township.

A majority of this residential land use is zoned Planned Residential - One (PR-1), with a minimum lot size requirement of 23,000 SF (and a "clustered" minimum lot size of 10,500 SF, if approved by the Planning Board) and is located throughout the Township, though primarily centered in the northern and eastern sections.

Any future residential activity should not only be directed toward the existing residential developments, but also the proposed Town Center area. Again, the concept of a more tightly knit community that utilizes multiple modes of transport (pedestrian, bicycle, mass transit, etc.) is desirable both from a land use perspective and, ultimately, a quality of life perspective. Any residential development should be directed toward single professionals who would desire this kind of neo-traditional development or an age restricted development.

Additionally, the need for affordable housing must be addressed, and is noted within the Housing Element of this Plan.

The Township's overall land use goals, however, should not be directed toward residential development, but rather securing financial/work place opportunities for the residents currently residing within the Township. As noted within the Economic Development Element, the number of residents commuting outside the Township for employment has almost doubled over the decade between 1990 and 2000. Rather than furthering the Township's status as a "bedroom community", efforts should be made to meet the employment needs of the Township's residents.

The Township should direct its efforts towards open space preservation throughout the Township and commercial redevelopment and economic development activities along the Route 42/Black Horse Pike and Route 47/Delsea Drive corridors. Realizing these goals would do more to promote the health, safety, and welfare of the community and improve the quality of life for the existing and future residents.

B. Commercial

The Township's current Land Use and Zoning Ordinance commercial designations include the following four (4) zoning districts: Commercial-Industrial (CI), Commercial-Recreation (CR), Neighborhood Commercial (NC), and Shopping Center (SC). The Existing Land Use Plan illustrates that $\pm 6\%$ of the land within the Township is utilized for commercial land uses. While this figure is somewhat higher than the County adjusted average of $\pm 2\%$, it is worth noting that the majority of this commercial land is located along the Township's (and County's) major vehicular corridors -- Route 42/Black Horse Pike and Route 47/Delsea Drive.

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C. Industrial

There is only one (1) industrial zoning classification within Washington Township -- the Planned Industrial (PI) zoning district. According to the Existing Land Use Plan, less than ½% of the Township's land is utilized by industrial uses. This is lower than Gloucester County's overall ±3% value for land developed as industrial. However, the Townships of West Deptford and Greenwich are heavily industrialized areas and create a slightly distorted value. Additionally, Washington Township has appropriate lands zoned for industrial development should the demand for such lands/development increase in this area.

D. Agricultural

The Township has one (1) zoning classification that may be applicable to this important land use -- the Rural (R) zoning district. Most of the land that is actively utilized as agriculture within the Township is zoned Rural (R), however, some of the lands zoned Planned Industrial (PI) and Commercial-Industrial (CI), in the northern section of the Township, are currently used as agricultural farmland. Pursuant the Township's Existing Land Use Plan, approximately ±18% of the Township's land is utilized for agricultural uses. This contrasts with the Countywide adjusted average of ±27% of land value being actively farmed.

It is recommended that the Township actively pursue preservation efforts to maintain the existing agricultural lands, specifically those located in the north/northeastern and southern sections of the Township. These lands currently create a "loose" greenbelt buffering the northwest, west, and south boundaries of the Township, while the North Branch - Big Timber Creek and Great Lebanon Branch Creek form a natural buffer along the northeast and east boundaries of the Township.

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**Figure 11
Gloucester County
Development 1970 - 1990**

Municipality	Total Acres 1990	Developed Acres 1970	Developed Acres 1980	Developed Acres 1990	Increase in Acres Developed 1970 - 1990
Clayton	4,613	997	1,202	1,326	329
Deptford	11,112	3,797	4,562	5,352	1,555
East Greenwich	9,641	1,150	1,556	1,918	768
Elk	12,684	1,379	1,565	1,863	457
Franklin	36,381	3,138	4,100	5,181	2,043
Glassboro	6,172	1,927	2,151	2,546	619
Greenwich	5,826	2,025	1,983	2,073	48
Harrison	12,276	956	1,243	1,824	868
Logan	14,881	1,088	1,648	1,978	890
Mantua	10,689	2,413	2,715	3,323	910
Monroe	30,172	3,272	4,495	5,515	2,243
National Park	651	396	409	419	23
Newfield	1,086	338	437	452	114
Paulsboro	1,356	836	885	924	88
Pitman	1,500	1,099	1,174	1,212	113
South Harrison	10,057	415	551	855	440
Swedesboro	499	330	336	348	18
Washington	14,455	3,671	5,103	7,192	3,521
Wenonah	639	413	448	454	41
West Deptford	10,583	3,958	4,635	5,122	1,164
Westville	524	418	431	441	23
Woodbury	1,344	1,123	1,155	1,172	49
Woodbury Heights	799	565	590	602	37
Woolwich	13,750	994	1,083	1,484	490
Gloucester County Total	211,690	36,698	44,457	53,576	16,851

Source: Gloucester County Planning Dept.
Prepared by: Peter P. Karabashian & Associates, Inc.

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X. Washington Township Relative to the State Development and Redevelopment Plan (SDRP)

According to the Stated Development and Redevelopment Plan, the following is a priority for the State and communities within:

Mix uses and activities as closely and as thoroughly as possible; develop, adopt and implement design guidelines; create spatially defined, visually appealing and functionally efficient places in ways that establish an identity; design circulation systems to promote connectivity; maintain an appropriate scale in the built environment; and redesign areas of sprawl.

The physical design of our communities and their Environs -- the way in which space is physically organized -- is key to State Plan implementation and critical to the full achievement of its objectives. Physical design is integral to achieving the goals of the State Plan and is considered on par with coordinated planning and strategic investments in terms of its importance to State Plan implementation. While recognizing that physical design does not, by itself, solve the state's social, economic and environmental problems, an appropriate physical design framework influences the success of other strategies and is considered indispensable to a sustainable future and to the long-term environmental quality, economic vitality, and community stability of New Jersey.

From a functional perspective, physical design can be a powerful influence on human behavior. It can promote or deter human interaction, inspire a sense of security or provoke apprehension, provide or deny access, indicate acceptance or rejection. It can improve efficiencies in infrastructure and service provision; and it strongly conditions transportation choices. An appropriately supportive physical environment will encourage walking, bicycling and the use of public transit, whereas a barren environment will discourage these modes of transportation and increase automobile dependence. Consequently, improved community design can promote more active, healthier lifestyles that would reduce the frequency of obesity in New Jersey and the resulting chronic diseases -- including diabetes, coronary artery disease, high blood pressure and other diseases -- that affect a growing number of New Jerseyans.

In addition, a well-designed environment achieves more than efficiencies: it can also play an important role in the quality of life assessments which we all make on a daily basis and influence the locational choices and investment decisions of residents and employers alike. A well-designed environment is much more than the sum of its parts. It represents an asset to the community, it enriches its users, and it creates real estate value; whereas a poorly designed physical environment will not achieve these purposes, and can reinforce feelings of disenfranchisement and lead to disinvestment and community fragmentation.

The New Jersey Municipal Land Use Law grants wide powers to municipalities to control design. Formal design review is one of the functions of the municipal Planning Board, under site plan review (N.J.S.A. 40:55D-37) or of the Zoning Board of Adjustment, if a variance is involved (40:55D-76B). Unfortunately, many communities actually prohibit

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the compact, mixed-use development promoted in the State Plan. The Plan encourages these municipalities to reflect these Design policies in their plans and ordinances. More specialized design review functions are often delegated to other agencies with advisory capacities. New Jersey Municipalities are increasingly adopting design controls, although these have often been directed at built areas, such as downtowns or historic districts, with less emphasis placed on shaping new areas of growth.

The Statewide Policies on Design are considered valid throughout the state and equally appropriate to urban, suburban and rural conditions. General policies for redesigning automobile oriented sprawl are also included. The Metropolitan Planning Area and the developed parts of the Suburban Planning Area contain significant sprawl. Other Planning Areas may contain areas of sprawl as well. These existing areas may be dispersed, or concentrated in high intensity Nodes which are distinguished from Centers because they lack a residential component and a pedestrian orientation. More detailed design policies specifically oriented to compact communities and Centers are provided in the policies for Centers in the State Plan Policy Map chapter.

Policy 1 Mixing Uses

Mix uses and activities as closely and as thoroughly as feasible. Exceptions are heavy industry (such as petrochemical refineries), land-intensive transportation facilities (such as airports, seaports, container terminals and major distribution centers) and other uses and facilities which as a result of their vast scale or given the nature of their activities cannot meet acceptable performance standards for mixed use.

Policy 2 Design Guidelines

Develop, adopt and implement design guidelines that achieve the goals of the State Plan, are consistent with its Statewide Policies, and are integrated with master of functional plans, investments, regulations, standards and programs.

Policy 3 Creating Places

Apply design principles to create and preserve spatially defined, visually appealing and functionally efficient places in ways that establish a recognizable identity, create a distinct character and maintain a human scale.

Policy 4 Increasing Choices

Design communities to increase choices and diversity for residents and workers. This can include using design to provide a wide range of housing types transportation modes, employment centers and recreational opportunities.

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Policy 5 Establishing Connectivity in Circulation Systems

Design circulation systems to maximize connectivity, in ways that:

- create and maintain a network of interconnected segments designed to be shared by a wide variety of modes and users, and which pays particular attention to the needs of the elderly, the young, the transportation-impaired and the disabled;
- ensure the safety of pedestrians and bicyclists and create communities and places that are safe and attractive to walk and ride and promote physically active lifestyles;
- establish and maintain a regional network that facilitates multi-modal links to, from, around and between Centers, other compact communities and significant traffic generators such as employment centers; and
- distinguish between local and regional road networks and, where appropriate, use access management to control access to regional facilities and separate local from regional traffic.

In compact communities:

- use a flexible (modified) approach to the grid, which can respond to physical features (e.g. topography, water bodies, etc.) while maintaining a high level of connectivity;
- create and maintain pedestrian and bicycle connections in those cases where cul-de-sacs are justified due to environmental, physical, social or other constraints;
- use a full range of street types that are closely matched with the prevalent surrounding land uses;
- provide a barrier-free, continuous and accessible pedestrian and bicycle network;
- eliminate or mitigate physical barriers to pedestrian activity, including excessive or unnecessary setbacks, buffers and berms, excessive street widths, and over-engineered street geometrics which encourage vehicular speed over pedestrian safety; and
- provide a comprehensive bicycle network with paths, lanes, racks and lockers to link neighborhoods, civic uses, employment and recreation opportunities.

Policy 6 Balancing the Natural and Built Environments

Use physical design to both enhance the workings of natural systems and support the quality, integrity and continuity of the built environment.

Policy 7 Maintaining an Appropriate Scale

Design buildings and structures (including infrastructure) to relate to the human scale, using modular elements (such as doors and windows), façade treatments and design

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details to display a variety of sizes, from large to small. Integrate large and small buildings and facilities.

Policy 8 Designing Infrastructure

- Design infrastructure and other site facilities to satisfy their functional purpose while contributing to local character and sense of place.
- Minimize site disruption, respect the physical, scenic and historic assets of a site, limit overhead utilities and use every possible opportunity to meet all relevant State Plan provisions.
- Encourage co-location and the placement of towers for radio, television, and wireless communication and broadcast services, on public property and in nonresidential areas.

Policy 9 Reducing Resource Consumption

Consider the consumption of energy, water and materials and the potential advantages of natural over mechanical approaches when designing street layout and selecting building location, building orientation, building materials, heating and cooling systems and plant materials.

Policy 10 Respecting Local Context and its Vernacular

Acknowledge and incorporate local history, climate, ecology, topography, building materials, building practices and local scale into the design of the built environment and the protection of the natural environment, where practicable and cost-effective.

Policy 11 Creating Civic Buildings and Spaces

Site civic buildings and spaces in prominent locations, easily accessible to the majority of the community, preferably by foot. Design civic buildings and spaces in ways that recognize their importance and clearly distinguish them from other uses. Foster the development of other public or semi-public gathering places such as plazas or pocket parks, which promote informal social interaction and provide a quality setting for artistic and cultural events, live entertainment and outdoor dining.

Policy 12 Integrating the Arts

Promote the permanent and temporary display of a variety of artistic forms in public and semi-public spaces. Incorporate elements of public art as integral to the design of

buildings and public spaces. Encourage artistic and cultural events in public locations, both indoors and outdoors.

Policy 13 Balancing Security and Community

Make places safer, more accessible and more desirable through site layout, building placement, land use mix, lighting and other positive design techniques which establish clear distinctions between public and private realms, instead of relying exclusively on institutional law enforcement mechanisms or turning to exclusionary design techniques such as cul-de-sacs and gated communities.

Policy 14 Using Special Design Elements

Use special elements such as gateways, focal points, points of visual termination, landmarks, deflected view, skylines, distinctive signage and special lighting to create places, add character and make community form and structure more legible.

Policy 15 Lighting

In the interests of improved safety, energy conservation and maintenance of environmental integrity, outdoor roadway and area lighting should be designed, installed and maintained to minimize misdirected and upward light and optimize the use of the lighting system.

Policy 16 Reducing the Visual Impacts of the Automobile

Reduce the visual impacts of the automobile and its related facilities on the landscape. Conceal garage doors, reduce curb cuts, downsize over-engineered streets, downscale lighting systems and intensities, locate surface parking behind buildings, promote rear-alley access, replace parking lots with well-designed structured parking, and promote shared parking, central parking facilities and curbside parking wherever possible.

Policy 17 Managing Corridors

Design corridors, including rivers, greenways, transit and roadways, to connect communities in ways that preserve rights of way, protect viewsheds, and encourage gateways and distinct transitions between communities.

Policy 18 Redesigning Sprawl

Redesign existing areas of sprawl to look and function more like Centers:

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- change automobile oriented environments to pedestrian- and transit-supportive environments, and enhance pedestrian and bicycle safety through traffic calming and other techniques;
- increase connectivity where possible and appropriate, even if limited to pedestrian and bicycle connections;
- encourage a greater diversity of uses and activities and intensify selective nodes and corridors, adding new retail, commercial, residential, civic and other uses;
- promote the redevelopment or, where appropriate, the adaptive reuse of existing buildings, sites and infrastructure, encouraging mixed -use wherever possible, while considering the scale and character of the surrounding fabric;
- create opportunities for site intensification by replacing parking lots with new buildings or structured parking where economically feasible, redimensioning parking areas, providing narrower streets with curbside parking, promoting shared parking between exiting uses and complementary infill uses, and increasing opportunities for alternate modes of transportation;
- reassess unnecessary buffers, berms, fences and other physical devices frequently required by local zoning to physically and visually separate uses, buildings, or lots and eliminate these where possible;
- use enclosed skywalks and/or underground passageways where justified to allow pedestrians to overcome particularly difficult physical barriers -- such as dualized highways or rail lines -- between pedestrian generators;
- redesign internal circulation systems to create more pedestrian- and transit-oriented environments by adding sidewalks to walkways to link buildings, defining attractive, convenient and safe outdoor spaces, and other similar actions;
- calm internal circulation systems by reducing street widths, allowing on-street parking, and selectively using traffic calming devices such as neckdowns, speed tables, and other measures;
- improve the management of the circulation network through access management, driveway consolidation and agreements between adjoining property owners to provide cross-easements;
- create new service roads as alternatives to high speed arterials and collectors;
- selectively infill with new buildings, redevelop parking lots or detention facilities, and intensify existing structures through upper-level additions. Office districts can broaden their range of uses by introducing restaurants, day-care facilities, personal and professional services, retail and other non-residential uses previously lacking;
- replace expansive pesticide- and fertilizer-intensive lawns with low maintenance indigenous species to minimize run-off and reduce nonpoint source water pollution;
- establish, where appropriate, district-wide management entities which, among other responsibilities, underwrite joint liability insurance over common space; and

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- reduce or eliminate signs of visual clutter including inappropriate billboards, signs and overhead power lines and overscaled and poorly directed lighting.
- consider the implementation of a demolition ordinance to ensure that any such proposal is adequately reviewed, specifically in terms of what the proposed site plan entails.

XI. Recommended Areas for Possible Zoning Revisions Relative to Surroundings

The Township's current Zoning Classifications generally meet the needs of the Township, however, with the goal of increased economic development within the Township, it is recommended that a new Zoning Classification be created to meet the needs of high-end residential dwelling units. This may be accomplished by establishing an Estate Zoning District category that would provide for larger sized residential lots that maintain the existing site characteristics (i.e. wooded lots, natural topography, etc.) with housing incorporated within. Such housing would be in demand should the Township secure a new office park or corporate center, as desired. Rather than risk not being able to provide housing for upper level management and possibly losing such economic development for this reason, the creation and location of Estate Zoning is recommended.

Additionally, the Planned Residential 1 (PR-1) zoning classification should be examined for the opportunity to create improved density requirements.

Furthermore, beyond the proposed overlay zoning districts (Town Center, Gateway Planned Development, Mixed Use / Office Park, Black Horse Pike and Delsea Drive redevelopment areas, etc.) as outlined in this Land Use element, some site specific zoning changes have been noted below. This list primarily consists of areas that may be incorrectly zoned for current uses -- the proposed zoning changes, for the most part, are corrections based upon existing and desired land uses.

Pursuant to meetings with the Washington Township Master Plan Committee and additional organizations, and with input from the Planning and Zoning Boards, on the following pages is a list of recommended zoning changes throughout the Township. Upon adoption of this Land Use Element of the Master Plan, it is further recommended that the Governing Body consider the incorporation of such modifications into a newly approved Zoning Plan (See Figure 12):

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Proposed Institutional (INS) Zoning

Block	Lot(s)*	Existing Zoning*	Street(s)
46	2	Planned Industrial	Lambs Road (near Delsea)

This lot is adjacent to Lot 1 which is currently zoned Institutional (INS) and both parcels are currently utilized for such land uses (church and cemetery). The proposed zoning would bring the current land use into conformance with the Township's Zoning Code.

Proposed Institutional (INS) Zoning

Block	Lot(s)*	Existing Zoning*	Street(s)
6	2	Planned Industrial	Woodbury Turnersville Road

This lot currently has a church on the site and the proposed zoning classification would bring the land use and zoning classification into conformance.

Proposed Institutional (INS) Zoning

Block	Lots	Existing Zoning	Street
54.10	7.02	Highway Commercial	Greentree Road

This site is located within the newly proposed Town Center and would be an ideal site for a new municipal complex for the Township – a multi-use complex that might include the municipal offices, police offices, etc. As part of the overall vision for the future of the Township and the need to plan for such development given the fact that the existing Municipal Building is located on property that would better serve the needs of medical office development given its close proximity to Kennedy Medical Center (and within the Medical Overlay District), it is recommended that this zoning be changed to Institutional.

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Proposed Estate Zoning (EZ)

Block	Lot(s)*	Existing Zoning*	Street(s)
85.32	5, 21, 19, 20.01, 20.02, 21.01	Rural	Fish Pond Road

* Bifurcated parcels were considered to be Planned Industrial (PI)

These lots are currently zoned Rural and are recommended to be zoned Estate Zoning. This property is vacant with some woods on site – such would provide a nice setting for estate homes.

Proposed Estate Zoning (EZ)

Block	Lot(s)*	Existing Zoning*	Street(s)
117	1.01, 2, 2.01	Rural	Bells Lake Road

* Bifurcated parcels were considered to be Planned Industrial (PI)

These lots are currently zoned Rural and are recommended to be zoned Estate Zoning. This property is currently void of any structure and contains both woods and a small stream (Stephen's Run) on site. The rolling topography and the location are well suited for future estate-type homes.

Proposed Rural (R) Zoning*

Block	Lot(s)	Existing Zoning	Street(s)
109.23	5 (po)	Commercial Industrial and Rural	Stage Coach and the Black Horse Pike (State Route 42)

* Bifurcated Lots

This property is primarily zoned Rural (R) with a small portion zoned Commercial – Industrial. The property exists as an open field present and is designated for possible Open Space acquisition by the Township. Rural (R) zoning classification most appropriately reflects this land use and surrounding properties to the east.

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Proposed Rural (R) Zoning

Block	Lots	Existing Zoning	Street
82.13	21	Institutional	Ganttown Road

This site is currently zoned Institutional and is utilized by the Board of Education. Providing they have no use for this site in the future, it is recommended that the zoning be changed to Rural, to relate to the surrounding neighborhood and its current zoning classification.

Proposed Rural (R) Zoning

Block	Lots	Existing Zoning	Street
88	6	Highway Commercial	Hurffville – Cross Keys

This site is currently zoned Highway – Commercial but utilized as a residential site. It is recommended that the zoning be changed to Rural, to relate to the surrounding neighborhood and current zoning classification.

Proposed Rural (R) Zoning

Block	Lots	Existing Zoning	Street
7	3.03, 3.04, .05, 3.06, 3.07, 3.08, 3.09, & 3.10	Planned Industrial, Rural	County House Road

These properties are primarily zoned Rural, with the rear of the lots being bifurcated with a second zoning classification. It is recommended that these sites be zoned Rural for the *entire* lot – basically cleaning up some old zoning lines.

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Proposed Rural (R) Zoning

Block	Lots	Existing Zoning	Street
21.01	6, 7, 8, 9, 15, 16, 17 & 17.01	Planned Industrial	Miller Drive / Lambs Road

These properties are currently bifurcated with Rural and Planned Industrial Zoning, and are located along Branch of Porches Creek and impacted by wetlands. Most of these properties are currently be utilized as residential properties more appropriate to the Rural Zoning District and, as such, it is recommended that they be zoned Rural rather than remain bifurcated.

Proposed Planned Residential – 1 (PR-1) Zoning

Block	Lots	Existing Zoning	Street
115.01	7, 8, 9, 19, 20, 21, 22	Commercial Industrial	Tuckahoe Road, Black Horse Pike (Route 42)

These blocks and lots currently exist as single-family housing – Planned Residential -1 is recommended as the appropriate zoning classification to relate to the existing land use.

Proposed Planned Residential 1 (PR-1) Zoning -- Sawyer's Creek

Block	Lot(s)	Existing Zoning	Street(s)
6.01	5, 6, 7, 8, 9, 10, 11, 12, 13, 14	Planned Industrial	Blackwood – Barnsboro Road
6.02	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22	Planned Industrial	Blackwood – Barnsboro Road
6.06	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16	Planned Industrial	Blackwood – Barnsboro Road
6.05	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19	Planned Industrial	Blackwood – Barnsboro Road
6.07	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15,	Planned Industrial	Blackwood – Barnsboro Road

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	16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33		
6.08	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29	Planned Industrial	Blackwood – Barnsboro Road
6.09	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26	Planned Industrial	Blackwood – Barnsboro Road
6.12	1	Planned Industrial	Blackwood – Barnsboro Road

*bifurcated lot

This housing development received a Use Variance to locate on land zoned Planned-Industrial – it is recommended that the zoning be changed to Planned Residential -1 to better reflect what currently exists. This will also provide practical benefits for the residents who live in this area in terms of future home improvements, etc. – fewer visits to the Zoning Board seeking relief for non-conforming decks, etc. as they are held to the Planned – Industrial area and bulk requirements.

Proposed Planned Residential – 1 (PR-1) Zoning

Block	Lot(s)	Existing Zoning	Street(s)
168	1, 2, 3, 4, 5, 5.01, 6, 7, 8, 9, 10, 10.01, 10.02, 12	Highway Commercial	Black Horse Pike (Route 42)
169	1, 1.01, 1.02, 2, 2.01, 3, 4, 5	Highway Commercial	Black Horse Pike (Route 42)

These properties are primarily utilized as residences and are recommended to be zoned PR-1 to eliminate non-conforming circumstances.

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Proposed Planned Residential – 2 (PR-2) Zoning -- Reserve at Hillcrest

Block	Lots	Existing Zoning	Street
80.11	6.02	Rural	Chapel Heights Road

This property is currently zoned Rural, but has been approved for residential development. As such, the proposed zoning change is offered to better reflect the development that will be constructed on this site and relate to nearby zoning classifications (also PR-2).

Proposed Planned Adult Citizens Community (PACC) Zoning – Heatherwood (Age Restricted Development)

Block	Lot(s)	Existing Zoning	Street(s)
7	2, 2.01, 2.02, 2.03, 2.04	Planned Industrial	Mount Pleasant Road

This is a zoning correction for an age-restricted development that received a Use Variance to locate on land zoned Planned – Industrial. The recommended Planned Residential – 1 will more accurately represent the existing land use.

Proposed High Density (HD) Zoning – Spring Mill Apartments

Block	Lot(s)	Existing Zoning	Street(s)
6	3.01	Planned Industrial	Blackwood – Barnsboro Road
6.10	1 – 52	Planned Industrial	Blackwood – Barnsboro Road
6.11	1 – 14	Planned Industrial	Blackwood – Barnsboro Road

*bifurcated lot

Similar to the recommended zoning change noted above, this site currently exists as high density residential development – the zoning change is recommended to better reflect the land use that exists on the property.

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Proposed High Density (HD) Residential – Aaron’s Circle Mill Stream

Block	Lot(s)	Existing Zoning	Street(s)
16	8.02, 8.03, 8.04, 8.05, 8.06	Planned Industrial	Sewell Road

This site has been developed as a high density residential site, however the zoning was never revised to reflect this development.

Proposed Office - Residential (O-1) Zoning

Block	Lots	Existing Zoning	Street
19.15	1.10	Highway Commercial / Rural (partial)	Delsea Drive & Salina Road
36	1, 1.10, 2, 3, 4, 5, 6, 7, 12	Highway Commercial / Rural (partial)	Delsea Drive & Salina Road
37	8, 9, 10, 11, 12	Highway Commercial / Rural (partial)	Delsea Drive & Salina Road

This site, located at a very busy intersection is recommended to be zoned Office – Residential to provide services for the surrounding neighborhood and serve as a commercial – residential buffer for the proposed development that currently exists. The site exists as a mix of residential, office and perhaps some commercial at present.

Proposed Office - Residential (O-1) Zoning

Block	Lots	Existing Zoning	Street
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192.12	4	Planned Residential – 1	Egg Harbor Road and Ganttown Road
193	7, 7.03, 7.04 (po)	B Residential	Egg Harbor Road and Ganttown Road
81	1.02, 1.03, 1.04, 1.05, 5, 5.04, 5.05, 5.07, 5.08, 5.09, 5.10	Planned Residential – 1	Egg Harbor Road and Ganttown Road

This site, located at a very busy intersection is recommended to be zoned Office – Residential to provide services for the surrounding neighborhood. The properties are located within the Town Center overlay district and will relate to the existing interspersed home businesses in this area.

Proposed Neighborhood - Commercial (NC) Zoning

Block	Lot(s)	Existing Zoning	Street(s)
117	12, 12.01, 12.02, 12.03, 12.04	Planned Residential - 1	Egg Harbor Road and Ganttown Road

These properties are located within the Town Center overlay district and are located at the corner of Egg Harbor Road and Ganttown Road, a busy intersection that would be more appropriately zoned for neighborhood commercial development to service the nearby residential development.

Proposed Neighborhood - Commercial (NC) Zoning

Block	Lot(s)	Existing Zoning	Street(s)
115	4.01	Neighborhood Commercial & Commercial Industrial	Fries Mill & Hurffville Cross Keys

This property is currently a bifurcated lot – zoned predominately Neighborhood – Commercial with some Commercial Industrial zoning toward the rear. This corner lot should be zoned Neighborhood Commercial to relate to the Neighborhood Commercial zoning that exists on the adjacent corners.

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Proposed Neighborhood - Commercial (NC) Zoning

Block	Lot(s)	Existing Zoning	Street(s)
159	1, 2, 2.01, 2.02, 3	Highway Commercial	Black Horse Pike (Route 42)
160	1, 2, 3, 4, 5, 6	Highway Commercial	Black Horse Pike (Route 42)
161	1.01, 1.02	Highway Commercial	Black Horse Pike (Route 42)
162	1, 2, 2.01, 2.02, 2.03, 2.04, 2.05, 2.06, 3	Highway Commercial	Black Horse Pike (Route 42)
167	1, 2, 2.01, 2.02, 2.03, 3, 4, 5	Highway Commercial	Black Horse Pike (Route 42)
93	1.05, 1.06, 1.07, 1.08, 1.09, 2, 3.02, 4, 5, 6, 7, 10	Highway Commercial	Black Horse Pike (Route 42)
94	1.01, 1.05, 2, 3.01, 3.02, 3.03, 3.04, 3.05, 3.06, 3.07	Highway Commercial	Black Horse Pike (Route 42)
97	1, 1.01, 1.02, 1.03, 1.04, 1.05, 1.06, 1.07, 1.08, 3	Highway Commercial	Black Horse Pike (Route 42)
98	1	Highway Commercial	Black Horse Pike (Route 42)
99	2.01, 2.02, 2.03	Highway Commercial	Black Horse Pike (Route 42)
100	6, 6.01, 8, 11, 12, 14, 16	Highway Commercial	Black Horse Pike (Route 42)
101	1	Highway Commercial	Black Horse Pike (Route 42)
102	1, 1.01	Highway Commercial	Black Horse Pike (Route 42)
103	2, 4, 4.01, 4.02, 4.03, 4.04, 4.05, 5, 5.01	Highway Commercial	Black Horse Pike (Route 42)
104	1, 1.01, 2, 3, 3.01, 3.02, 3.03, 4, 4.01, 5	Highway Commercial	Black Horse Pike (Route 42)
105	1, 2, 3	Highway Commercial	Black Horse Pike (Route 42)

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106	1, 1.01	Highway Commercial	Black Horse Pike (Route 42)
107	1.01,1.02, 2, 2.01	Highway Commercial	Black Horse Pike (Route 42)
112.02	14, 15.01	Highway Commercial	Black Horse Pike (Route 42)
112.03	17, 18, 20, 21, 22, 22.01	Highway Commercial	Black Horse Pike (Route 42)
113	1, 2, 3, 4, 5, 5.01, 21.01, 21.02, 22, 23, 24, 25	Highway Commercial, Rural	Black Horse Pike (Route 42)

These blocks and lots are all along the Black Horse Pike (Route 42) and recommended to be zoned Neighborhood – Commercial in an effort to provide buffering for the residential properties that share lot lines with these lots.

Proposed Neighborhood - Commercial (NC) Zoning (cont.)

Block	Lot(s)	Existing Zoning	Street(s)
109	13.06, 13.07, 13.08	Rural	Berlin-Cross Keys Road

The Township received a request for a change of zoning for this property from Rural to commercial. Based upon a review of the site and the fact that it is located just north of the Black Horse Pike (Route 42) and across from the Sam's Warehouse in Monroe Township (across Berlin – Cross Keys Road), a change to Neighborhood – Commercial zoning is recommended.

Proposed Neighborhood - Commercial (NC) Zoning

Block	Lot(s)	Existing Zoning	Street(s)
89	2.01	Institutional	Tuckahoe Road
86.14	14	Planned Industrial	Hurffville Cross Keys

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Proposed Highway Commercial (HC) Zoning *

Block	Lot(s)	Existing Zoning	Street(s)
109.23	5.01 (p/o), 5.02, 6.01	Commercial Industrial and Highway Commercial	Stage Coach and the Black Horse Pike (State Route 42)
112.01	7, 7.05, 10, 10.01, 11, 12, 12.01, 12.02, 12.03, 12.04, 12.05	Commercial Industrial and Highway Commercial	Stage Coach and the Black Horse Pike (State Route 42)

* Bifurcated Lots

These properties are all bifurcated lots with Highway - Commercial zoning along the Black Horse Pike (State Route 42) and Commercial – Industrial zoning along the rear. Generally these properties are utilized for commercial purposes and are recommended to be zoned Highway – Commercial entirely – taking into account the actual land uses as existing.

Proposed Highway - Commercial (HC) Zoning

Block	Lots	Existing Zoning	Street
115.01	6, 23	Commercial Industrial	Tuckahoe Road, Black Horse Pike (Route 42)
115.02	8, 8.01, 8.02, 9, 9.01, 9.02, 16, 16.01, 17, 18	Commercial Industrial	Black Horse Pike (Route 42)
115	2, 3, 3.01, 4, 4.02, 6, 7, 21, 21.01, 21.02, 21.03, 21.04, 22, 23.01, 24, 24.01, 24.02, 24.03, 24.04, 24.05, 25	Commercial Industrial	Watson Drive and Black Horse Pike (Route 42)
115.03	24	Commercial Industrial	b/t Tuckahoe, Hurffville – Cross Keys & the By-Pass
89	2, 3, 4, 5, 5.01, 6, 7, 7.01, 7.02, 8, 9, 10, 10.01, 11, 12, 12.01, 13, 15, 15.01, 15.02, 15.03, 15.04, 16	Commercial Industrial	b/t Tuckahoe, Hurffville – Cross Keys & the By-Pass

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These blocks and lots are located within both the recommended Black Horse Pike Redevelopment Area and the Gateway Planned Development Overlay District. The recommendation for a change to Highway – Commercial zoning is to maintain consistency with the commercial “belt” that has developed along the Black Horse Pike Corridor and tie into the existing zoning classification on either end of this site.

Proposed Highway - Commercial (HC) Zoning

Block	Lots	Existing Zoning	Street
54.10	7.01	Highway-Commercial & Rural	Greentree Road & Hurffville-Cross Keys Road
16	7.01	Planned Industrial / Highway Commercial	Delsea Drive
46	3, 4, 5	Planned Industrial / Highway Commercial	Delsea Drive & Lambs Road

These blocks and lots are currently bifurcated lots that are proposed to be zoned as Highway – Commercial, which most adequately reflects the current and proposed land use for these commercial strips.

Proposed Highway Commercial (HC) Zoning

Block	Lot(s)	Existing Zoning	Street(s)
115	27, 28	Planned Industrial	Tuckahoe

This property is currently occupied by James Neckware and is not functioning as an industrial site. There is no need for the Planned Industrial Zoning classification and the property is the only PI designated property within the vicinity – the surrounding property is now recommended for Highway Commercial (HC) zoning classification.

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Proposed Commercial - Industrial (CI) Zoning

Block	Lot(s)	Existing Zoning	Street(s)
15	12, 12.05, 12.08, 20, 20.01	Planned Industrial	Sewell Road
16*	4.17, 4.16, 4.15, 4.09, 3.02, 7.01	Planned Industrial / Commercial Industrial*	Delsea Drive

* Bifurcated lots

Block 15 and associated lots are located north of Sewell Road and are recommended to be zoned Commercial - Industrial to tie into the land adjacent these lots to the east which is also zoned Commercial - Industrial, rather than leave this disjointed site as Planned - Industrial.

Proposed Planned - Industrial (PI) Zoning*

Block	Lot(s)	Existing Zoning	Street(s)
20	4	Rural / Planned Industrial	Salina, Hurffville-Cross Keys Road

* Correction of bifurcated lots

This particular lot has a small portion on the west side that is zoned Rural and to keep the zoning lines clean, it is recommended that the entire lot be zoned the same - Planned Industrial. It is worth noting that the small portion is within what appears to be wetland areas adjacent to the Mantua Creek.

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XII. Conclusion / Recommendations

Washington Township is generally built-out relative to the amount of developable land that remains available (estimated at less than 900 acres, some of which is wetlands thus reducing the number further). With the Township's strong desire to preserve Open Space, Washington Township may be considered a mature community in terms of Land Use -- less than 6% of the Township's land is available for possible development.

Two (2) of the primary goals of the Master Plan are the promotion of economic development/redevelopment planning activities and the preservation of open space -- this relates to both the Land Use element and the Economic Development element of the Master Plan, as well as the Open Space and Conservation element. A Land Use Plan that supports and appropriately directs economic development/redevelopment and also recognizes the importance of natural ecological systems for the continued well-being of humans is desired.

The Land Use Plan attempts to provide commercial and industrial lands for future development where appropriate. Relative to the Economic Development Plan, the need for employment opportunities for the Township's residents has been taken into account.