

Rt. 38- Mt. Holly Bypass Redevelopment Plan

Block 42

Lots 1, 1.01, 1.03, 2, 2.01

Hainesport Township, New Jersey

Township of Hainesport
Burlington County, New Jersey
January 27, 2021

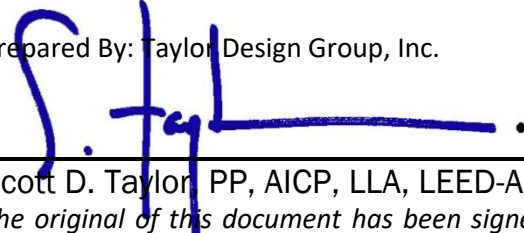
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Introduced: **January 27, 2021**

Adopted: **February 16, 2021**

taylor
design
group

Prepared By: Taylor Design Group, Inc.


Scott D. Taylor, PP, AICP, LLA, LEED-AP
*The original of this document has been signed
and sealed in accordance with New Jersey Law.*



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I. Introduction

The Township Committee has determined that it is in the best interest of the Township to encourage the revitalization of certain lands within the Township, particularly when such revitalization advances specific planning and land use goals and objectives of the Township.

The Township has determined that the most effective planning and implementation strategy to accomplish such revitalization is the redevelopment process in accordance with ***NJ Local Redevelopment and Housing Law*** (LRHL), N.J.S.A. 40A:12A et seq.. This Redevelopment Plan will become the formal planning document for the Redevelopment of the Area and will establish the standards and development regulations to facilitate same.

The general purpose for designating an area under the ***Local Redevelopment and Housing Law*** is to arrest the deterioration of an area and encourage improvement and reinvestment not likely to be accomplished privately, and requiring responsible public intervention.

Redevelopment Plan Preparation Process

On May 12, 2020 Hainesport Township Committee passed Resolution 2020-111-5, authorizing the Hainesport Township Joint Land Use Board to undertake an investigation to determine whether the following parcels meet the statutory criteria to be considered an ***Area in Need of Redevelopment, Without Condemnation***, pursuant to the Local Redevelopment and Housing Law (LRHL) (N.J.S.A. 40A:12A et seq.)

Block 42; Lots 1, 1.01, 1.02, 1.03, 1.04, 2, 2.01, 2.02, 3, 3.01, 3.02, 3.03.

The Determination of Need/Preliminary Investigation Report dated September 25, 2020 prepared by Taylor Design Group, Scott D. Taylor, PP, AICP, LLA, LEED-AP, Consulting Planner, was reviewed by the Joint Land Use Board at a public hearing held on October 7, 2020, where the Board determined that multiple statutory criteria of N.J.S.A. 40A:12A-5 were met. The determination that the area qualified as an ***Area in Need of Redevelopment, Without Condemnation***, was memorialized by the Joint Land Use Board by the adoption of Resolution 2020-12 dated October 7, 2020. On October 13, 2020 by Resolution 2020-159-10, the Township Committee designated the parcels as an ***Area in Need of Redevelopment, Without Condemnation***.

This Redevelopment Plan will provide a mechanism for the orderly planning and development of ***a portion of*** the designated Redevelopment Area, and has been prepared pursuant to the LRHL, N.J.S.A. 40A:12A-7 which provides, “*no redevelopment project shall be undertaken or carried out except in accordance with a Redevelopment Plan adopted by ordinance of the municipal governing body, upon its finding that the specifically delineated Redevelopment Area is located in an Area in Need of Redevelopment or in an area in need of rehabilitation, or in both...*”

Specifically, this This Redevelopment Plan includes the following parcels:

Block 42 Lots 1, 1.01, 1.03, 2, 2.01

The remaining parcels in the designated Redevelopment Area are discussed in this Plan only relative their relationship to the overall Area and proximity to parcels included in this Plan.

II. Statutory Requirements

This Redevelopment Plan will become the formal planning document for the redevelopment of the above identified parcels in **Rt. 38- Mt. Holly Bypass Redevelopment Area**. In accordance with the requirements of the LRHL, this Redevelopment Plan includes an outline for the planning, development, redevelopment, or rehabilitation area sufficient to indicate:

1. Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market;
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan;
5. Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C52:18A-196 et. al.);
6. A housing inventory of all affordable housing units to be removed;
7. A plan for replacement of any affordable housing removed pursuant to the Redevelopment Plan;
8. Proposed locations for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.

III. Description of the Redevelopment Area

General Description

The overall Rt. 38- Mt. Holly Bypass Redevelopment Area is comprised of 12 lots totaling approximately 59 acres located to the north of NJ State Highway Route 38, at its intersection with County Route 541, the Mt. Holly Bypass, as shown on the Aerial Map, Tax Map, and Zoning Map figures below.

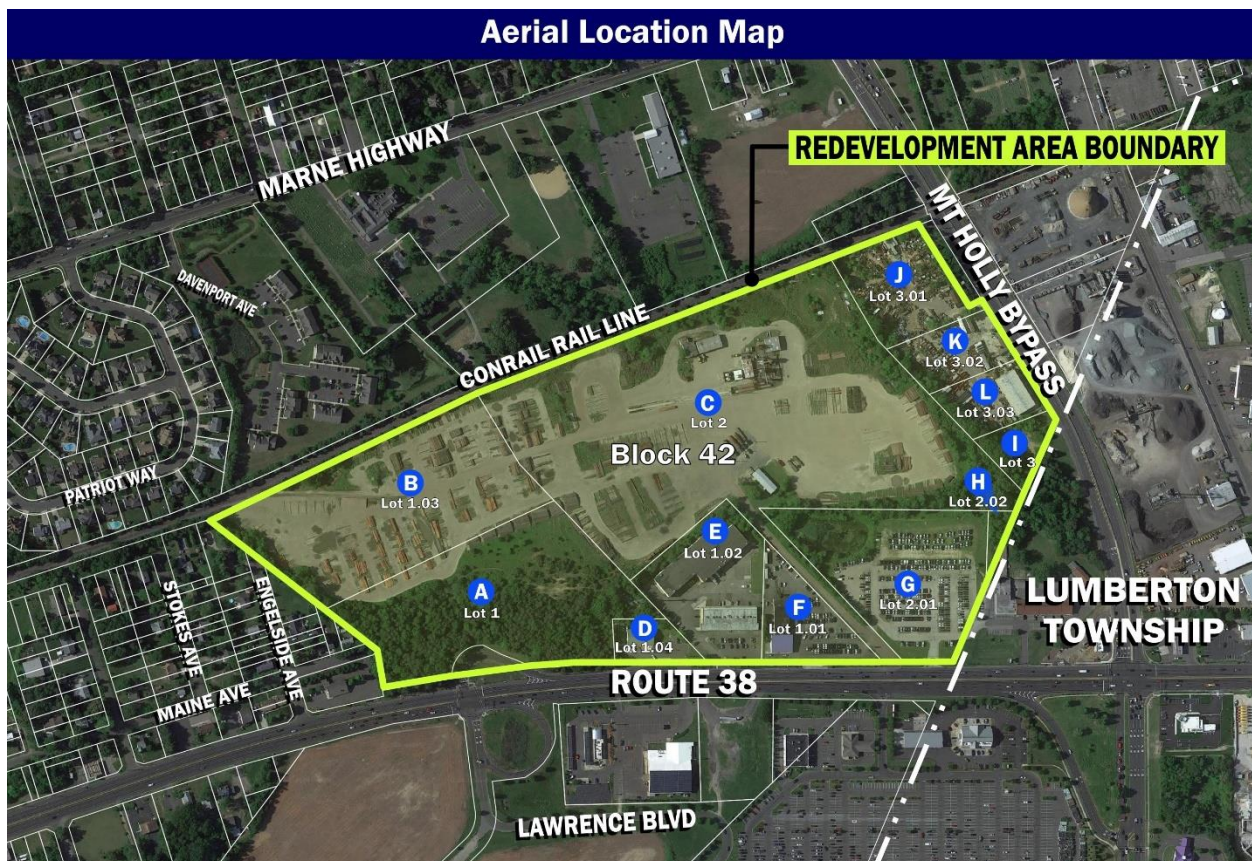
The Redevelopment Area encompasses portions of three different zoning districts, the Highway Commercial (HC) Zoning District, Industrial (I) Zoning District, and Industrial (I-1) Zoning District. The major land uses and businesses in the Redevelopment Area include Atlantic Wood Industries, operated by Koppers (Parcels B and C), Mt Holly Nissan (Parcels F and G), and AmeriCycle Recycling Center (Parcels I, J, K, and L). The area also includes retail areas and a commercial fencing installation use. The Redevelopment Area is depicted on the Aerial Map, Tax Map, and Zoning Map figures below.

Surrounding Area

There is a variety of land uses surrounding the Redevelopment Area. Given the access to rail infrastructure, and proximity to major roadway corridors, the surrounding area has remained an active commercial and industrial area for many years. Although largely industrial in nature, the Area serves as a transition point between the auto-oriented commercial uses found on Route 38, to smaller scale residential and religious uses. To the north across the rail line is an affordable housing residential development, Davenport Village. Also to the north is St. Paul Lutheran's Church and Christian Faith Assembly. Closer to the Mt. Holly Bypass are multiple single-family homes on large lots, with frontage on Marne Highway. Also, to the north, is vacant farmland with frontage on Mt. Holly Bypass.

To the east, across Mt. Holly Bypass, are multiple industrial uses, including Sta-Seal and Riverfront Recycling. To the south, across Route 38, are multiple commercial uses including Wawa, Sonic, the Crossroads Shopping Mall and the Hainesport Commerce Center which is currently under construction. To the west is a retail pharmacy and residential neighborhood with additional commercial uses fronting on Route 38 further west.

Aerial Image Location Map



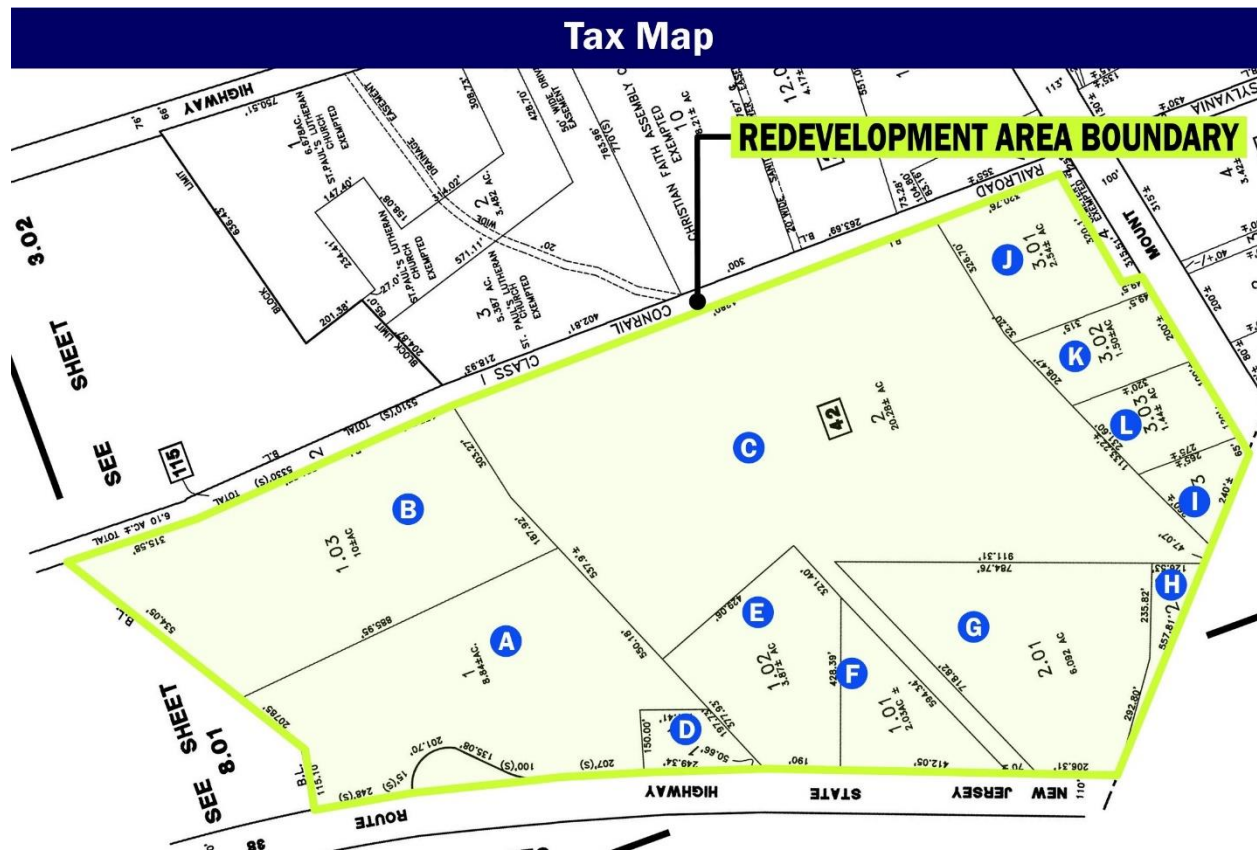
Parcel Data

Parcels D, E, H, I, J, K, and L are within the designated Redevelopment Area, but are not the subject of this Redevelopment Plan.

Parcel Data					
Map ID	Block	Lot	Owner	Property Address	Acres
A	42	1	1499 RT 38 LLC	1499 RTE 38	9.34
B	42	1.03	ATLANTIC WOOD INDUSTRIES INC	RTE 38	10.00
C	42	2	ATLANTIC WOOD INDUSTRIES INC	1517 RTE 38	20.28
D	42	1.04	MGN BUSINESS SERVICES,LLC	1505 RTE 38	0.81
E	42	1.02	VENTIMIGLIA, GIUSEPPE	1509 RTE 38	3.67
F	42	1.01	SEAGULL HOLDINGS, LLC	1513 RTE 38	2.03
G	42	2.01	SEAGULL HOLDINGS, LLC	1521 RTE 38	5.71
H	42	2.02	DURGA CORP.	1533 RTE 38	0.06
I	42	3	HOLLY HAINES INC	227 MT HOLLY BY-PASS	0.89
J	42	3.01	HOLLY HAINES INC	233 MT HOLLY BY-PASS	2.54
K	42	3.02	HOLLY HAINES INC	229-231 MT HOLLY BY-PASS	1.50
L	42	3.03	HOLLY HAINES INC	229-231 MT HOLLY BY-PASS	1.44

Source- NJ. Dept. of Treasury, Div. of Taxation, Burlington Co., NJ MOD-IV data, record details as of Jan. 10, 2019.

Tax Map



Township Context

Hainesport Township is a suburban municipality located in Burlington County at the confluence of the North and South Branches of the Rancocas Creek.

Hainesport Township is bordered by four municipalities, Westampton to the north, Mt. Holly to the northeast, Lumberton to the south, and Mt. Laurel to the west. The Township has developed around the major crossroads, along the major arterial roads, and the railroad. With significant regional connections like State Highway Route 38, Marne Highway, and the Mt. Holly Bypass, Hainesport's industrial and commercial uses support the community, and the larger region as well. Rancocas State Park and Long Bridge Park are significant open space assets that contribute to the character of the municipality.

IV. Redevelopment Plan Vision, Goals & Objectives

Redevelopment Area Vision

Hainesport's vision is to promote a cohesive commercial corridor along Route 38, encourage industrial and commercial uses that blend into existing surrounding uses, and allow for the reuse of vacant or abandoned land. To the south, in Lumberton, there is a significant number of industrial buildings and uses, which include distribution centers, manufacturing, information technology services, wholesale sales, construction, and service uses.

Encouraging remediation and redevelopment of the existing industrial use and expansion of commercial uses will create a cohesive built environment. Co-locating industrial uses decreases the need for additional infrastructure that may be needed for new development. The overall vision of the Redevelopment Plan is to create an industrial and commercial mixed-use area, that will contribute to the success of Hainesport, by providing opportunities for economic growth through development of vacant or underutilized land.

Township Master Plan & Past Redevelopment Plans

Since the 1996 Master Plan, State Highway Route 38 has been an integral piece in planning for the future of Hainesport. The 2002 and 2008 Reexamination Reports addressed problems and objectives relating to land development along the highway. In 2003, a majority of the Route 38 corridor was eyed for potential Redevelopment, and the Township Committee authorized the Joint Land Use Board to undertake investigations to determine whether the certain areas met the statutory criteria to be considered an ***Area in Need of Redevelopment***.

The 2008 Reexamination report acknowledged that attracting high quality commercial development to the Route 38 corridor remained a challenge for the municipality. It remains a challenge to this day.

The 2008 Reexamination Report introduces various recommendations that encourage the use of redevelopment plans to guide future development. The Reexamination Report made it clear that the ongoing maintenance and review of redevelopment plans along the Route 38 corridor remain a priority.

Redevelopment Area Goals & Objectives

A. Plan Goal

The goal of the Redevelopment Plan is consistent with the following goal outlined by the 1996 Master Plan, and as characterized in the 2002 and 2008 Reexamination Reports.

- 1) Encourage the development and improvement of existing commercial, office, and business uses along the Route 38 corridor.

B. Plan Objectives

- 1) Preserve and enhance the commercial corridor along State Highway Route 38 by reserving commercial zone along Route 38.
- 2) Replace an antiquated Industrial site with a new, attractive industrial development.
- 3) Encourage industrial and commercial development that will provide jobs and ratable growth for the Township of Hainesport.
- 4) Promote the reuse of vacant and/or abandoned sites by embracing smart growth practices of directing development towards existing developed areas, thus providing economic opportunities, and enhancing quality of life.
- 5) Ensure development effectively improves land use and circulation efficiency, through consolidating parcels that may be difficult to develop, using the smart growth practice of compact design to build on underutilized lots.

V. Land Use Plan

Relationship to Township Land Development Regulations

The standards contained within this Redevelopment Plan shall supersede the development regulations of the existing Township Code where specifically indicated, particularly in the instance of permitted uses, bulk standards, off-street parking and loading requirements, and general design standards for the following properties:

Block 42 Lots 1, 1.01, 1.03, 2, 2.01

Where regulations of this Plan conflict with the Township's development regulations, this Plan shall control; where they do not conflict, the Township's development regulations shall apply.

The Redevelopment Plan adopts and incorporates by reference ***Chapter 104: Land Use of the Township of Hainesport***, and all other applicable land use regulations and codes of the Township of Hainesport that are not expressly modified herein.

Site Plan and/or Subdivision Application and Approval

The Hainesport Township Joint Land Use Board, pursuant to the provisions of the L.R.H.L. N.J.S.A. 40A:12A-13 and the Municipal Land Use Law, N.J.S.A. 40:55D-1 et. seq., shall conduct site plan and subdivision review as applicable, for any proposed development in the Area, upon submission of a complete application for development, consistent with the NJ Municipal Land Use Law and Local Ordinances.

Exceptions from Standards

Bulk or “c” variances per N.J.S.A. 40:55D-70(c) from the development requirements, and design waivers per N.J.S.A. 40:55D-51 from the standards set forth by this Redevelopment Plan may be necessary in certain limited circumstances. In such instances, the Joint Land Use Board may grant variances and waivers, where it is demonstrated that such relief will not substantially impair the intent of the Redevelopment Plan and will not present a substantial detriment to the public health, safety and welfare, consistent with the Municipal Land Use Law.

Any use or “d” variances per N.J.S.A. 40:55D-70(d) from the permitted uses, conditional uses, maximum floor area ratio, permitted density, or height (10 feet or 10% of the maximum height) within the overall **Redevelopment Area** shall be permitted only by means of an amendment of the Redevelopment Plan by Township Committee, should the deviation be considered acceptable to the furtherance of the goals and objectives of this plan.

Provisions Related to Off-Site Improvements

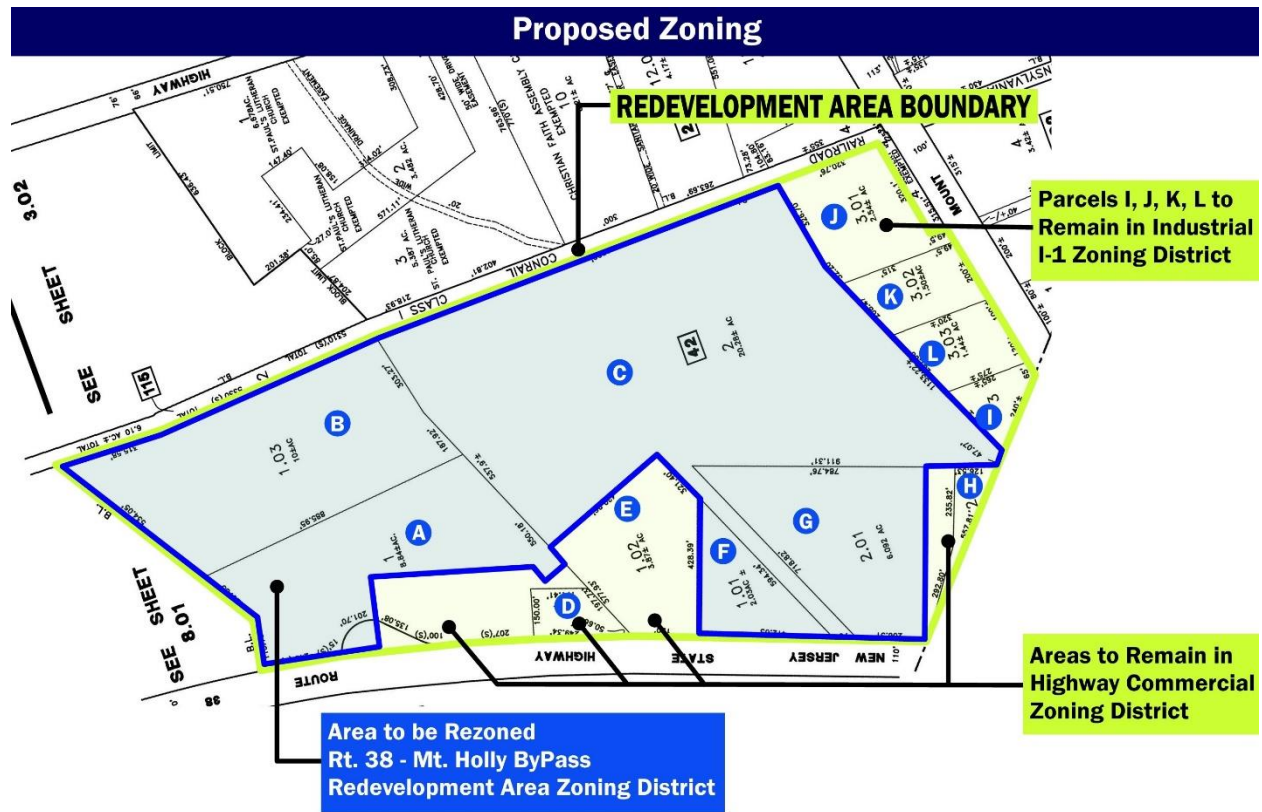
The extent of the Redeveloper’s responsibility for any installation or upgrade of infrastructure related to its project, whether on-site or off-site, shall be as outlined in a Redevelopment Agreement. All infrastructure improvements shall comply with applicable local, state, and federal codes including the Americans with Disabilities Act.

Creation of the Rt. 38- Mt. Holly Bypass Redevelopment Area Zoning District

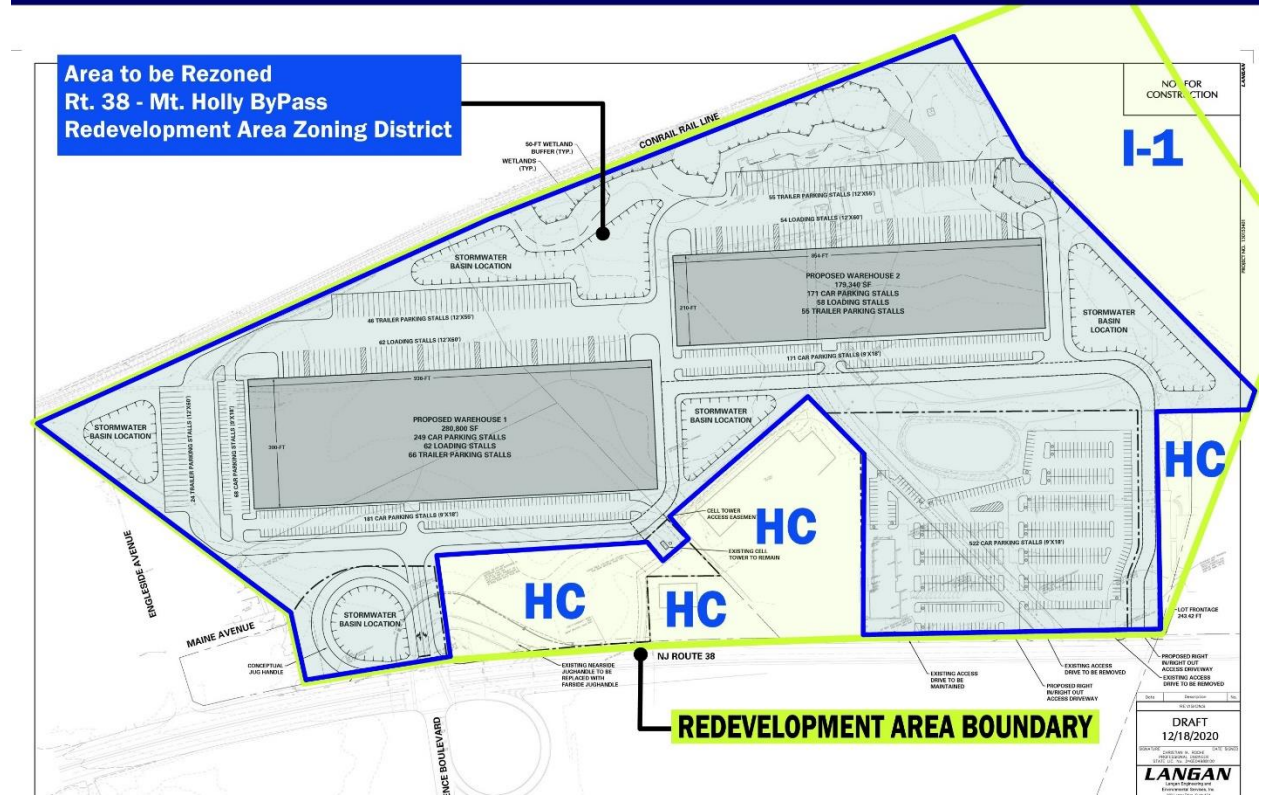
This Redevelopment Plan hereby creates and establishes the **Rt. 38- Mt. Holly Bypass Redevelopment Area (38MHBP) Zoning District**, which is applicable to and shall govern the development of the central portion of the overall Redevelopment Area and includes; Block 42: Lots 1, 1.01, 1.03, 2, and 2.01 , as shown in the Proposed Zoning images below.

The remainder of the parcels in the Redevelopment Area will remain under their current zoning designation(s) at this time and are not modified by any provision of this Redevelopment Plan.

As described above, this Redevelopment Plan may be amended in the future by the Redevelopment Entity to address specific proposals for any properties located within the designated Redevelopment Area.



Area to be Rt.38 - Mt.Holly Bypass Redevelopment Area Zoning District



VI. District Standards– Rt. 38- Mt. Holly Bypass Redevelopment Area Zoning District

Concept Plan Vision and Approach

This Redevelopment Plan and the standards for the **Rt. 38- Mt. Holly Bypass Redevelopment Area (38MHBP) Zoning District** establish a comprehensive development framework for the development of the parcels within the zone. This will require subdivisions, private land acquisition and/or transfers among parties, as well as site plan approval for all parcels within the Zoning District to effectuate the referenced redevelopment.

This comprehensive approach will:

- Improve the NJDOT Lawrence Boulevard jughandle on the north side of Route 38,
- Address and remediate exceedances with respect NJDEP standards for both soil and groundwater on parcels B & C, particularly in the northeast corner of the site.
- Remove the awkward and potentially dangerous acute and unpaved driveway access to the rear of parcels B & C, and relocate this driveway east, creating a safer, paved, NJ DOT-approved perpendicular driveway.
- Eliminate the physical disconnect between Parcels F & G, operated as the Mt. Holly Nissan car dealership created by the acute driveway stem, reducing unnecessary on-road trips for inventory movement.
- Stimulate improvements to the respective properties in the specified area along the Route 38 corridor.

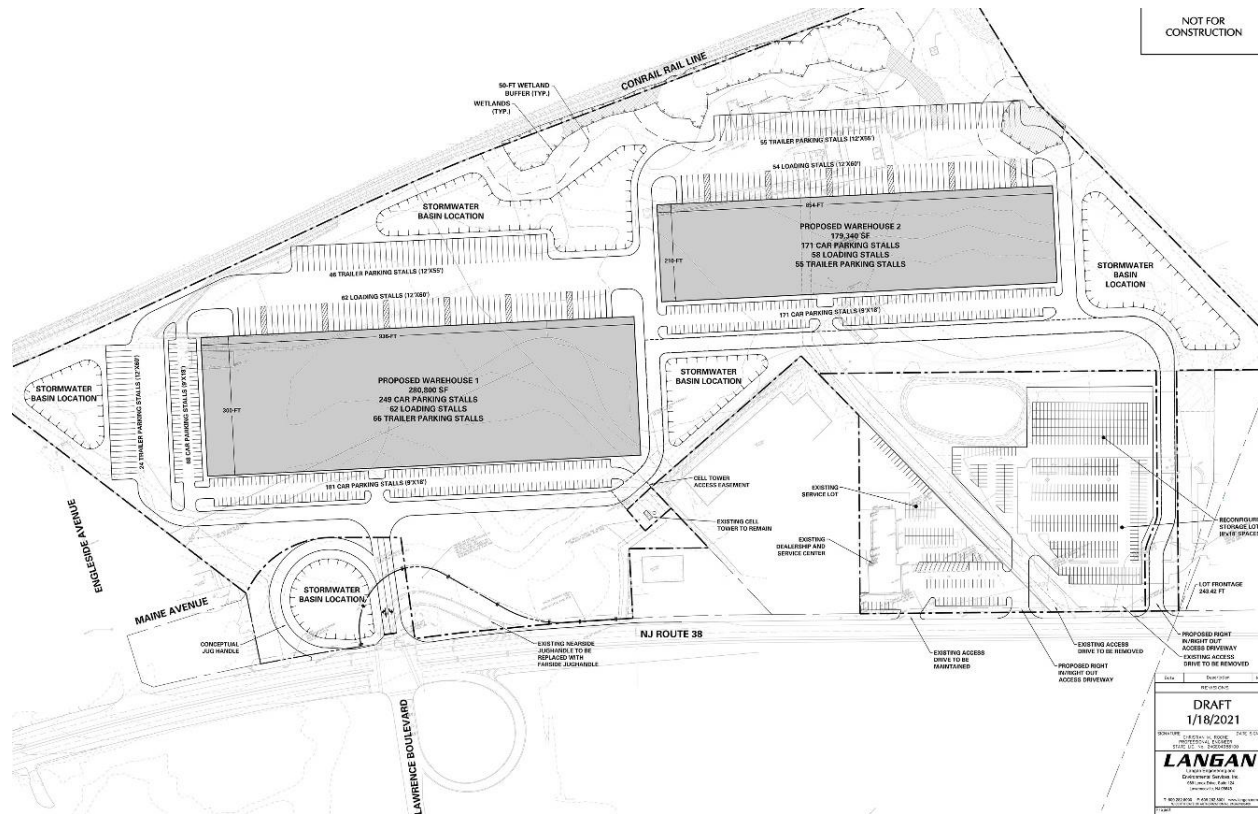
All Redevelopment proposals and Site Plan applications shall comply with the standards set forth below and shall be generally consistent with the attached Concept Plan(s):

- **Conceptual Site Plan Phase 1; Sheet CS-101**, prepared by Langan Engineering, dated January 18, 2021. This concept generally consists of the following:
 - **Industrial/Warehouse Component**
 - Building 1: Approximately 290,000 SF of Warehouse space, which includes roughly 29,000 SF of Office space.
 - Building 2: Approximately 180,000 SF of Warehouse space, which includes roughly 18,000 SF of Office space.
 - New perpendicular access drive at the eastern end of the Route 38 frontage.
 - Relocated and expanded Lawrence Boulevard jughandle and access driveway.
 - New Trailer Loading Stalls/Bays, Trailer Parking, and Automobile Parking.
 - Fencing, buffers, landscaping and stormwater management improvements.

- **Automobile Dealership Component**
 - Consolidation of Lots 1.01 and 2.01, plus incorporating the angled driveway/stem portion of Lot 2.
 - Construction of one new access driveway to the dealership along with paving and curbing of all vehicle parking and storage areas, including a paved driveway connection between the dealership sites.
 - Vehicle inventory Storage stalls, customer parking and display areas.
 - Fencing, buffers, landscaping and stormwater management improvements.
 - It is understood that a potential expansion of the Dealership is contemplated by the owner. This Redevelopment Plan acknowledges the potential expansion, but does not provide for same. Any expansion would need to be the subject of an amendment to this Redevelopment Plan. To that end, the Site Plan approval required to facilitate the Industrial development and the Dealership lot consolidation may defer certain improvements such as curbing, paving, landscaping and stormwater improvements for a period of up to 24 months, to facilitate the above referenced facility expansion. The deferral shall not include any DOT required improvements, any safety requirements, or improvements required by any outside agency, and shall be as specifically approved by the Joint Land Use Board.
- **Telecommunications Monopole**
 - The existing Monopole and telecommunications equipment will be permitted to remain, and will be accessed through the site instead of directly from Route 38.
- **Retail/Commercial Component**
 - The front portion of the site along the Route 38 frontage just east of the new jughandle will be subject to a subdivision, which lands will be in the Highway Commercial Zoning District. This parcel will remain largely untouched and the woodland will be preserved to the extent feasible until such time as a commercial development is proposed for this parcel.
 - The near side jughandle will be relocated to the west side of Lawrence Boulevard as described above.

The Site Plan Drawings and Architectural Elevations shall be substantially consistent with the conceptual plans and the architectural renderings included in this Plan to effectuate the redevelopment; and shall be submitted to the Redevelopment Entity/Township Committee for review and approval prior to any hearing by the Joint Land Use Board as set forth above. The standards enumerated herein are intended to supplement and clarify the intent of the Concept Plans.

A portion of the Concept Plan is inserted below. A full size version is included as Appendix A.



Industrial Building Perspectives



BLACK CREEK[®] GROUP

1517 NJ Route 38, Hainesport Township, New Jersey

CONCEPTUAL



BLACK CREEK GROUP

1517 NJ Route 38, Hainesport Township, New Jersey

CONCEPTUAL



BLACK CREEK GROUP

1517 NJ Route 38, Hainesport Township, New Jersey

CONCEPTUAL

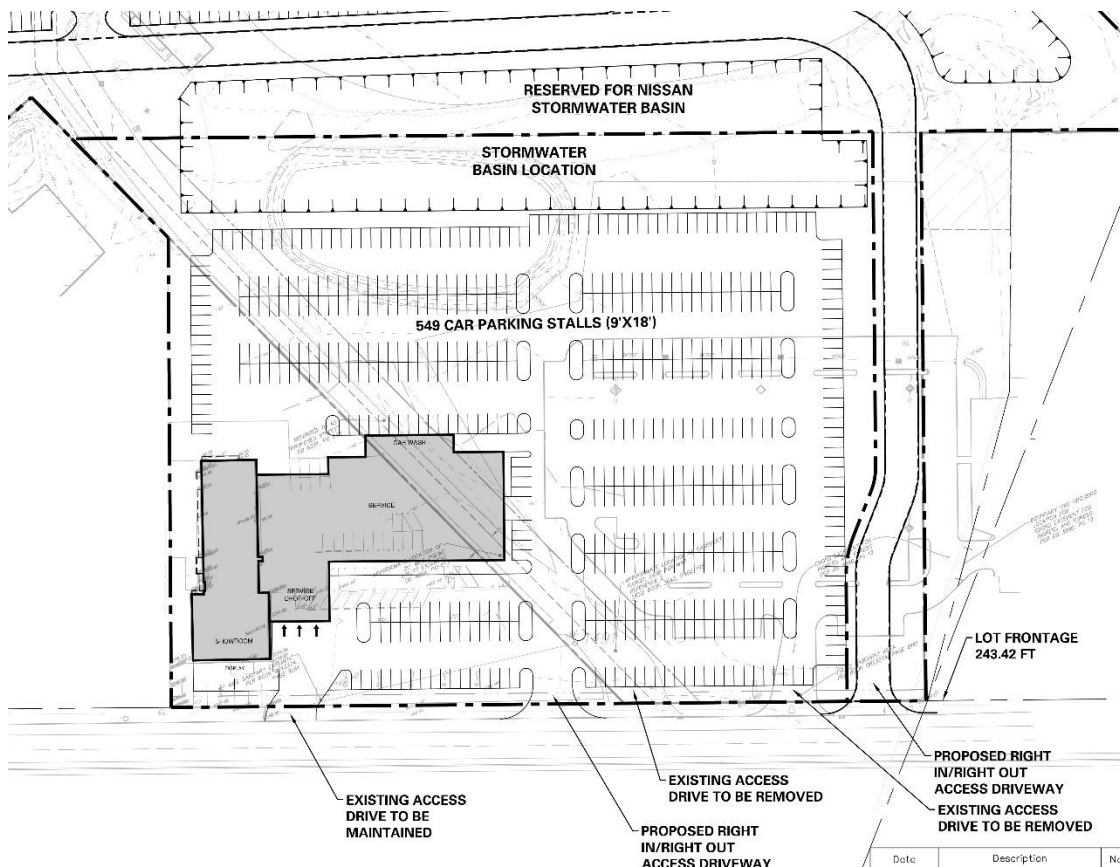


BLACK CREEK GROUP

1517 NJ Route 38, Hainesport Township, New Jersey

CONCEPTUAL

Potential Future Dealership Expansion Concept



Permitted Uses; Rt. 38- Mt. Holly Bypass Redevelopment Area Zoning District (38MHBP)

Within the Rt. 38- Mt. Holly Bypass Redevelopment Area (38MHBP) Zoning District, the following land uses shall be permitted *principal* uses:

Industrial/Warehouse Component

- a) Transportation/Distribution/Warehousing, including but not limited to wholesale/consumer order fulfillment and last mile type facilities; but not including mini warehouses and self-storage uses.

The following uses may be permitted, subject to the execution of a Redevelopment Agreement between the Developer and the Township, which agreement specifically describes the nature and impact upon the community of said uses, which are currently unknown, and the Township's consent to same.

- b) Wholesale Trade
- c) Manufacturing
 - a. Apparel and other cloth fabrics
 - b. Printing
 - c. Furniture and fixtures
 - d. Heating and cooling equipment
 - e. Machinery
 - f. Computer and electric product
 - g. Electronic Equipment and components
 - h. Dental Lab
 - i. Surgical appliance and supplies
 - j. Miscellaneous Light Manufacturing & Light Assembly
- d) Information/Insurance/Finance
 - a. Communications
 - b. Technical and Data Centers
- e) Health Services, such as Medical Laboratory for manufacture or processing, except no retail, wholesale, or individual health service or visits permitted

Automobile Dealership Component

- a) Car Dealership Facilities (including Car washing/Auto Maintenance Facilities, Service Centers, and Showrooms)

Existing Telecommunications Tower Component

- a) One existing 138' high Monopole and Ground Mounted equipment.

All accessory uses customary and incidental to the primary use shall be permitted, including but not limited to guard houses for industrial uses and the parking, interior storage, and use of automobiles, trucks, machinery, and trailers in industrial facilities, and are subject to site plan approval.

Dimensional Regulations

- A. Within the Rt. 38- Mt. Holly Bypass Redevelopment Area (38MHBP) Zoning District, the following dimensional requirements shall apply for each applicable use/component area:

1. Industrial/Warehouse Component

Industrial/Warehouse Component Zoning Standards	
Standard	Requirement
Lot Area (Min.)	20 acres
Lot Width (Min.)	450'
Lot Frontage- May include Jughandle R.O.W. (Min.)	450'
Lot Depth (Min.)	500'
Building Coverage (Max.)	30%
Impervious Coverage (Max.)	75%
Parking/Driveway Setback to Res. Zone or Use (Min.)	20' (Including areas with intervening RR R.O.W.)
Parking Setback to Commercial (Min.)	15'
Ingress/Egress Driveway Setback to Commercial (Min.)	5'
Minimum Vegetated Area	25%
Perimeter Planted Buffer- Residential (Min.)	20' (Including areas with intervening RR R.O.W.)
Front Yard Setback- Route 38 (Min.)	340'
Front Yard Setback- Jughandle (Min.)	140'
Side Yard Setback- East (Min.)	100'
Side Yard Setback- West (Min.)	150'
Side Yard Setback- To Lot 1.02 (Min.)	65'
Rear Yard Setback- Building 1 (Min.)	110'
Rear Yard Setback- Building 2 (Min.)	225'
Principal Building Separation	60'
Accessory Building & Structure Setback	20'
Accessory Building Height	15'
Building Height- Measured from Finished Floor*	50'
Parking Spaces- (Min)	1 per 1,500 SF GFA

*Height exception- Rooftop mechanicals may exceed the permitted height by up to 5 feet provided that they cover not more than 5% of the roof area, and are adequately screened.

2. Automobile Dealership Component

Automobile Dealership Component Zoning Standards	
Standard	Requirement
Lot Area (Min.)	5 acres
Lot Width (Min.)	500'
Lot Frontage (Min.)	500'
Lot Depth (Min.)	500'
Building Coverage (Max.)	4 %
Impervious Coverage (Max.)	75 %
Parking Setback to Rt. 38- West of Existing Drive (Min.)	5'
Parking Setback to Rt. 38- Between Drives (Min.)	15'
Parking Setback to Rt. 38- East of Proposed Drive (Min.)	50'
Parking Setback to Commercial- East Side (Min.)	10'
Parking Setback to Commercial- West Side (Min.)	5'
Parking Setback to Commercial- Rear (Min.)	25'
Minimum Vegetated Area	25%
Perimeter Planted Buffer- (Min.)	5'
Front Yard Setback- Route 38 (Min.)	50'
Side Yard Setback- East (Min.)	500'
Side Yard Setback- West (Min.)	17'
Rear Yard Setback- (Min.)	200'
Accessory Building & Structure Setback	20'
Accessory Building Height	15'
Building Height-	50'
Vehicle Display/Sales Spaces (Max.) at 9'x18'	500
Vehicle Inventory/Stacked Spaces (Max.) at 8'x18'	100
Employee Parking Spaces- (Min)	15
Customer Parking Spaces- (Min)	15

Note: A portion of Block 42, Lot 2.01; the eastern Nissan Dealership property, is subject to a Reciprocal Easement Agreement (the "REA"), dated January 2, 1990, recorded January 23, 1990, in Deed Book 3986, Page 12, in the Office of the Burlington County Clerk. The required Application(s) for Site Plan and/or Subdivision Approval shall comply with the provisions of the REA or address the disposition or termination of the REA to the satisfaction of the Joint Land Use Board. Further, no approval shall be granted by the Joint Land Use Board unless said easement is terminated, or specific conditions are established to ensure compliance with the provisions thereof. The resolution of this issue shall also be set forth in the Redevelopment Agreement.

3. Existing Telecommunications Tower Component

The existing telecommunications monopole, antennae, and ground mounted equipment area may continue in their current condition, subject to the provisions and conditions of the applicable approval Resolutions. Co-location and accessory ground mounted equipment may be added subject to Site Plan Approval, but any increase in the height of the monopole may only occur with an amendment to this Redevelopment Plan.

As a permitted principal use, the telecommunications tower and equipment on site shall comply with the provisions of **Article XVII Telecommunications Towers and Antennas** §104-150 et seq., as bulk standards, not as conditional use standards.

The existing telecommunications monopole, antennae, and ground mounted equipment area may be located on the same lot as the industrial uses as identified above as part of a lease area, or similar; or this area may be located on its own lot, created as part of a “technical subdivision”, which is defined and regulated as follows:

Technical Subdivision – A subdivision, required for marketing, financing or other contractual purposes, which by its nature may not conform to the minimum area and yard requirements, however, the underlying tract, subject to site plan approval, conforms to the minimum area and yard requirements.

An application for technical subdivision approval may be submitted with an application for approval of a nonresidential site plan, or subsequent to the issuance of such an approval.

Such an application shall be considered a technical subdivision and treated as a minor subdivision application without the necessity to obtain bulk variances that would technically be required, subject to the following conditions:

- a. The purpose of the application is to create a new lot for the purpose of financing or transfer of ownership within a development which is, or has been, the subject of site plan approval.
- b. A technical subdivision may not substantially modify or otherwise adversely impact on the integrity of a previously approved development plan.
- c. A technical subdivision may not reduce, limit or modify access to the common areas or facilities, including but not limited to parking, lighting, circulation, drainage, stormwater control, and/or utilities.
- d. If a technical subdivision includes the division of parking or other common areas or facilities, the subdivision shall be conditioned upon appropriate easements for parking, access, drainage, and/or utilities where necessary.

Design and Performance Standards

The following design and performance standards supplement the design and performance standards for the District. In the event of a conflict between the general design and performance standards and this Redevelopment Plan, this Redevelopment Plan shall govern.

1. Architectural floor plans and building elevations and Site Plan design plans shall be substantially consistent with those provided in this Plan; and shall be approved in concept by the Redevelopment Entity/Township Committee prior to the Site Plan approval hearing at the Joint Land Use Board, unless waived by the Redevelopment Entity/Township Committee.
2. Areas of flat roof used for mechanical equipment shall be screened from view of public areas, streets, driveways and parking lots.
3. Trash receptacles, compactors, and dumpster storage areas not connected to the building, shall be effectively screened from the site perimeter by enclosures designed to complement the principal building and should be planted where practical to soften the appearance of the structure.
4. Building and mechanical equipment, including but not limited to HVAC, meters, grills, elevator cabinets, transformers and satellite dishes, should be located to be visually shielded from adjacent roadways and properties to the extent allowed by utility companies.
5. A comprehensive maintenance plan shall be submitted to the Redevelopment Entity/Township Committee for approval as a condition of Site Plan approval for all exterior areas. This plan shall identify the maintenance responsibilities and obligations of various site entities.
6. Cross easements shall be provided where required, to provide safe and efficient circulation between existing and future developments.
7. Off Street Parking
 - a. Off-street parking shall be provided in accordance with the applicable Township requirements set forth in **Article XII § 104-115**, Off-street parking and loading, except that the following standards shall supersede the parking requirements for the following categories of land uses:
 - i. Warehouse Minimum number of spaces: 1 space per 1,500 square feet of gross floor area. (Includes office)
 - ii. Accessible parking shall be provided in accordance with the NJ Barrier-Free Sub-Code and the Americans with Disabilities Act requirements.
 - iii. Drive aisle widths for all car parking areas shall be a minimum of 24 feet.
8. Loading and vehicle storage may be provided in any side or rear yard, and may be permitted in the Rt. 38 front yard, provided it is at least 200' from the Right-of-way.
9. The buffer requirements of §104-101 apply however, where the district is adjacent to a residential use or zone a buffer 20 feet in width shall be provided. This includes where the railroad right of intervenes.

10. Fences

- a. Fences shall be permitted in accordance with the applicable Township requirements set forth in **Article XII § 104-53.G**, except that fences may be permitted within the Rt. 38 front yard, provided said fence is at least 175' from the Route 38 Right-of-way, or 15' from the jughandle Right-of-way.
- b. Buffer fences shall be not less than 8' in height.
- c. Sound attenuation fences or barriers may be constructed in any buffer, and are required where the site abuts an adjacent residential use or zone, even if there exists and intervening railroad right of way.

11. Signs

- a. Signs shall be permitted in accordance with the applicable Township requirements set forth in **Article XII § 104-123**, except as modified as follows:
 - i. Two ground-mounted, monument-type freestanding signs are permitted, one at each driveway entrance, each having a maximum area of 125 SF.
 - ii. Freestanding signs shall be set back not less than 15 feet from the Rt. 38 Right-of-way, and in no case shall any sign be within any required sight triangle.
 - iii. Ground-mounted freestanding signs shall be set on a masonry base that complements the materials, colors and forms of the principal buildings on site.
 - iv. Up to two facade signs are permitted per tenant, each having a maximum area of 250 SF. In no case shall either building have more than 4 total facade signs.
 - v. The total facade sign area shall not exceed 1,000 SF per building.
 - vi. Façade signs are only permitted on the Route 38 front facades.
 - vii. Window signs are not permitted.
 - viii. Operational/Directional signs not larger than 32 SF are not considered freestanding signs, and may be provided as determined appropriate by the Joint Land Use Board.

Sustainable Building Practices- All Components

To the extent feasible, sustainable site and building practices are encouraged to reduce a project's dependency upon natural resources. These practices may include, but are not limited to, the following:

1. Install operable windows, awnings, shading devices, and roof vents to reduce reliance on HVAC units;
2. Maximize building and window insulation to conserve energy and reduce energy costs;
3. Encourage the use of recycled building and site materials and recycle construction debris;
4. Create shaded parking areas to reduce reliance on automotive air conditioning; Parking lot trees may be utilized to satisfy the intent of this section.
5. Where practical, plant native or naturalized vegetation to minimize water, pesticide, and herbicide usage and to create foraging opportunities for wildlife;

6. In an effort to improve and expand the State's Electric Vehicle charging infrastructure, all development projects should consider including the development of publicly available electric vehicle charging stations, as defined in the LRHL, as required by N.J.S.A. 40A:12A-7(a) (8), which provides for consideration of locations for EV charging infrastructure in a redevelopment plan.
7. At least 1 EV charging station should be considered per tenant or main building entrance for industrial, and at least one should be considered at the car dealership.

Landscaping and Lighting- All Components

A. Landscaping and Street Trees

- 1) *Conformance.* To promote a desirable visual environment through creative techniques and good civic design and arrangements; and to promote the conservation of open space and valuable natural resources in the Township, all redevelopment shall comply with the landscape standards set forth in §104-115, and §104-116, or provide a more appropriate design relative to the specific aspects of a particular site or development proposal with the approval of the Redevelopment Entity or Joint Land Use Board.

All areas should be designed to enhance the visual quality of the site; provide safe vehicular and pedestrian circulation; protect against potential natural and man-made hazards in a manner which will promote the public health, safety and general welfare.

Buffering of residential uses and zones is critical and includes those properties directly adjacent to the site as well as any residential uses or zones to the rear of the site across the Railroad right-of-way.

In these residential buffer areas, evergreen tree plantings at least 6-8' in height shall be planted an average of 12' on center, and shade trees at least 2.5" caliper shall be incorporated into the buffer at an average of 50' on center.

Sound attenuation fences or barriers are also required in the residential buffers, 8-10' in height, in a warm muted earth tone to complement the building colors, to minimize noise impacts to nearby residential properties.

Street trees, parking lot trees and trees near walkways shall be single trunk, full, and uniform specimens, and shall have branching not lower than 6' above grade to avoid conflicts with pedestrians, vehicles, or signs. Trees within any sight triangle shall be pruned to a 7' branching height, and such locations shall be approved by the Board Engineer. Shade trees shall be planted at a spacing of at least 40' on center along all drives, and around the automobile parking areas.

All plant material shall be guaranteed under a performance bond, and a 2 year maintenance bond.

- 2) Maintenance of landscape areas is a crucial part of any land development and must be addressed for all exterior areas of the Redevelopment Area. Specifications for the perpetual maintenance of all outdoor areas on a site to assure a safe and attractive

environment and to promote healthy growth of all plant materials shall be provided. This shall include identification of the parties responsible for said maintenance.

- 3) Irrigation. Automatic underground irrigation systems should be considered for highly visible planted areas of the site, such as vehicular access points and office entrance areas. Irrigation systems shall be designed to maximize water usage efficiency by minimizing evaporation and overspray. Rain sensors or soil moisture sensors are required to conserve water by reducing the unnecessary over watering of plantings.

B. Lighting.

- 1) All areas within the redevelopment area shall receive adequate but not excessive illumination in accordance with applicable Township Ordinances.
- 2) All exterior lighting shall be full cut-off or dark sky compliant fixtures, except for accent lighting expressly approved by the Joint Land Use Board.
- 3) All light fixtures shall have a correlated color temperature of between 3,000°-3,500° Kelvin.
- 4) Pole mounted and building mounted lights may not exceed 30 feet in height.
- 5) Lighting levels should be reduced overnight to security levels if the business is not in operation.
- 6) Lighting shall not exceed 0.0 foot-candles off site at any property line in common with an adjacent residential use or Zoning District.
- 7) Car Dealership display area light levels may not exceed 50 footcandles maximum at any point, and shall average between 10 and 20 footcandles. Employee and Customer parking areas shall average less than 4 footcandles.

General

- 1) Trash recycling areas, compactors, and dumpster storage areas shall be effectively screened from adjacent roads or sites by solid masonry enclosures, at least six feet in height, but not greater than eight feet in height, finished to complement the principal building. These enclosures should be planted where practical to soften the appearance of the structure. Enclosure gates shall be solid panels affixed to a rigid metal frame.
- 2) Ground mounted mechanical equipment, including but not limited to HVAC units, meters, elevator cabinets, transformers and the like, should be located to be visually shielded from adjacent roadways and properties to the extent allowed by utility companies, or planted to filter views of same.
- 3) Roof mounted mechanical equipment shall be screened, and not visible from adjacent sites or roadways.
- 4) Bicycle parking racks should be provided in conjunction with all development.
- 5) All street trees and buffer trees shall be bonded as permitted by State Law.
- 6) The site operations shall comply with all applicable local, county and state noise regulations.
- 7) The Redeveloper(s) shall prepare and submit a detailed phasing plan for the overall construction project for review and approval by the Redevelopment Entity, prior to the issuance of building permits or the commencement of any on site demolition or site work, whichever occurs first.

VII. Affordable Housing, Property Acquisition, & Relocation

Affordable Housing

There are no existing or proposed affordable housing units to be removed in conjunction with this Redevelopment Plan, so no replacement plan is required.

Identification of Proposed Property Acquisitions

The Rt. 38- Mt. Holly Bypass Redevelopment Area has been determined to be a Redevelopment Area, without Condemnation. There are no proposed property acquisitions.

Temporary/ Permanent Resident Relocation

The Rt. 38- Mt. Holly Bypass Redevelopment Area is not currently occupied by residents or housing of any type. Therefore, no relocation is necessary.

VIII. Plan Relationship to Definitive Local Objectives

Contiguous Municipalities

The four municipalities that border Hainesport Township are Westampton to the north, Mt. Holly to the northeast, Lumberton to the south, and Mt. Laurel to the west. The Redevelopment Area is anticipated to benefit the surrounding municipalities by creating a commercial industrial mixed-use area through the development of underutilized or vacant land.

Enhancing the commercial corridor on Route 38 not only benefits Hainesport, but surrounding municipalities because the development will create more activity in the area. Developing on underutilized or vacant land, in already developed areas, decreases possibility of suburban sprawl occurring in the surrounding area. Encouraging commercial industrial mixed-use in the Area will create a cohesive land use pattern that will create a better-quality built environment.

Burlington County

The 2018 Burlington County Highway Master Plan prepared by the Delaware Valley Regional Planning Commission (DVRPC) is an update to the county's 1989 Highway Master Plan. The Plan was created to supply a vision and implementation framework for the county highway network, that sustainably complements long-term growth patterns. As the Rt. 38- Mt. Holly Bypass Redevelopment Area is located on State Highway Route 38, it is important that the redevelopment plan complements the DVRPC Highway Master Plan.

Within the Master Plan, the designated Business Centers and Freight Centers significantly affect the Rt. 38- Mt. Holly Bypass Redevelopment Area. Business Centers are business parks usually dominated by office space and generate traffic during rush hours. Freight Centers are business or industrial parks that contain manufacturing, industrial, warehousing, and distribution sales. Freight Centers generate peak and off-peak traffic, where large trucks can be expected to make up a higher proportion in comparison to other land use centers.

The Rt. 38- Mt. Holly Bypass Redevelopment Area is located entirely within the Mount Holly Business Center, and the rear portion is within the Hainesport/Lumberton Freight Center. Given the location proximate to these centers, encouraging commercial industrial mixed-use development aligns with the Highway Master Plan, allows for the economic growth of Hainesport, and creates a cohesive land use pattern.

State Development and Redevelopment Plan

According to the 2001 State Development and Redevelopment Plan (SDRP) the Rt. 38- Mt. Holly Bypass Redevelopment Area is located within the Suburban Planning Area (PA2). According to the SDRP, the intent of this Planning Area is to:

- Provide for much of the state's future development;
- Promote growth in Centers and other compact forms;
- Protect the character of existing stable communities;
- Protect natural resources;
- Redesign areas of sprawl;
- Reverse the current trend toward further sprawl; and
- Revitalize cities and towns.

The adopted State Plan of 2001 seeks to encourage redevelopment in areas where infrastructure already exists to reduce sprawl, reuse sites, and enhance the built environment. The Redevelopment Plan satisfies that overarching goal.

IX. Administrative and Procedural Requirements

Compliance with Affordable Housing Obligation

Pursuant to §44-30, mandatory affordable housing development fees are authorized to be collected for new nonresidential development. The ordinance requires new nonresidential development to pay a fee equal to 2.5% of the equalized assessed value of the land and improvements. The final amount of the affordable housing development fee shall be as set forth in a Redeveloper Agreement.

Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the governing body may amend, revise, or modify this Redevelopment Plan, as circumstances may make such changes appropriate, following the required procedures of the LHRL as amended.

Duration of the Redevelopment Plan

The Redevelopment Plan, which may be amended, shall be in full force and effect for a period of thirty (30) years from the date of approval of the Redevelopment Plan and execution of a Redevelopment Agreement.

Redevelopment Entity

The Township Committee of the Township of Hainesport shall serve as the redevelopment entity.

Redeveloper Selection

The Township Committee/ Redevelopment Entity may designate qualified redeveloper(s) to undertake work to implement the provisions of this Redevelopment Plan, in accordance with the provisions set forth in the Local Redevelopment and Housing Law (LRHL).

Redevelopment Plan Effectuation

Upon the adoption of this redevelopment plan pursuant to section 7 of P.L.1992, c.79 (C.40A:12A-7), as set forth in 40A:12A-8 Effectuation of development plan; the Township Committee/Redevelopment Entity may proceed with the clearance, replanning, development and redevelopment of the area designated in that plan. In order to carry out and effectuate the purposes of this act and the terms of the redevelopment plan, the Township Committee/Redevelopment Entity may:

- a. Undertake redevelopment projects, and for this purpose issue bonds in accordance with the provisions of section 29 of P.L.1992, c.79 (C.40A:12A-29).
- b. Acquire property pursuant to subsection i. of section 22 of P.L.1992, c.79 (C.40A:12A-22).
- c. Acquire, by condemnation, any land or building which is necessary for the redevelopment project, pursuant to the provisions of the "Eminent Domain Act of 1971," P.L.1971, c.361 (C.20:3-1 et seq.), provided that the land or building is located within (1) an area that was determined to be in need of redevelopment prior to the effective date of P.L.2013, c.159, or (2) a Condemnation Redevelopment Area.
- d. Clear any area owned or acquired and install, construct or reconstruct streets, facilities, utilities, and site improvements essential to the preparation of sites for use in accordance with the redevelopment plan.
- e. Prepare or arrange by contract for the provision of professional services and the preparation of plans by registered architects, licensed professional engineers or planners, or other consultants for the carrying out of redevelopment projects.
- f. Arrange or contract with public agencies or redevelopers for the planning, replanning, construction, or undertaking of any project or redevelopment work, or any part thereof; negotiate and collect revenue from a redeveloper to defray the costs of the redevelopment entity, including where applicable the costs incurred in conjunction with bonds, notes or other obligations issued by the redevelopment entity, and to secure payment of such revenue; as part of any such arrangement or contract, provide for extension of credit, or making of loans, to redevelopers to finance any project or redevelopment work, or upon a finding that the project or redevelopment work would not be undertaken but for the provision of financial assistance, or would not be undertaken in its intended scope without the provision of financial assistance, provide as part of an arrangement or contract for capital grants to redevelopers; and arrange or contract with public agencies or redevelopers for the opening, grading or closing of streets, roads, roadways, alleys, or other places or for the furnishing of facilities or for the acquisition by such agency of property options or property rights or for the furnishing of property or services in connection with a redevelopment area.
- g. Except with regard to property subject to the requirements of P.L.2008, c.65 (C.40A:5-14.2 et al.), lease or convey property or improvements to any other party pursuant to this section, without public bidding and at such prices and upon such terms as it deems reasonable, provided that the lease or conveyance is made in conjunction with a redevelopment plan, notwithstanding the provisions of any law, rule, or regulation to the contrary.

- h. Enter upon any building or property in any redevelopment area in order to conduct investigations or make surveys, sounding or test borings necessary to carry out the purposes of this act.
- i. Arrange or contract with a public agency for the relocation, pursuant to the "Relocation Assistance Law of 1967," P.L.1967, c.79 (C.52:31B-1 et seq.) and the "Relocation Assistance Act," P.L.1971, c.362 (C.20:4-1 et seq.), of residents, industry or commerce displaced from a redevelopment area.
- j. Make, consistent with the redevelopment plan: (1) plans for carrying out a program of voluntary repair and rehabilitation of buildings and improvements; and (2) plans for the enforcement of laws, codes, and regulations relating to the use and occupancy of buildings and improvements, and to the compulsory repair, rehabilitation, demolition, or removal of buildings and improvements.
- k. Request that the planning board recommend and governing body designate particular areas as being in need of redevelopment or rehabilitation in accordance with the provisions of this act and make recommendations for the redevelopment or rehabilitation of such areas.
- l. Study the recommendations of the planning board or governing body for redevelopment of the area.
- m. Publish and disseminate information concerning any redevelopment area, plan or project.
- n. Do all things necessary or convenient to carry out its powers.

Redevelopment Agreement(s)

As permitted by the Local Redevelopment and Housing Law (LRHL), the Redevelopment Entity shall enter into a Redevelopment Agreement with the designated Redeveloper, which Agreement may include negotiation of long-term financial agreements and/or tax abatement, and shall be consistent with the provisions of at 40A:12A-8, as follows:

- a. All agreements, leases, deeds and other instruments from or between a municipality or redevelopment entity and to or with a redeveloper shall contain a covenant running with the land requiring that the owner shall construct only the uses established in the current redevelopment plan; a provision requiring the redeveloper to begin the building of the improvements for those uses within a period of time which the municipality or redevelopment entity fixes as reasonable; a provision that the redeveloper shall be without power to sell, lease or otherwise transfer the redevelopment area or project, or any part thereof, without the written consent of the municipality or redevelopment entity; a provision that upon completion of the required improvements, the conditions determined to exist at the time the area was determined to be in need of redevelopment shall be deemed to no longer exist, and the land and improvements thereon shall no longer be subject to eminent domain as a result of those determinations; and any other covenants, provisions and continuing controls as may be deemed necessary to effectuate the purposes of this act. The aforesaid covenants, provisions and controls shall be deemed satisfied upon termination of the agreements and covenants entered into by the redeveloper to construct the improvements and to perform the redevelopment. The rights of any third party acquired prior to termination of the agreements, including, but not limited to, any tax exemption or

abatement granted pursuant to law, shall not be negatively affected by termination and satisfaction of the covenants.

- b. A lease to a redeveloper may provide that all improvements shall become the property of the municipality or redevelopment entity. The execution of a lease with that provision shall not impose upon the municipality or redevelopment entity any liability for the financing, construction, management or operation of any redevelopment project, or any part thereof.

Severability

If any provision of this **Redevelopment Plan** shall be adjudged by the courts to be invalid, such adjudications shall apply only to the provision so adjudged and the remainder of the Plan shall be deemed valid and effective.

Bibliography

1. NJ Local Redevelopment and Housing Law, N.J.S.A. 40A:12A et seq..
2. Township of Hainesport Committee, Resolution 2020-111-5, dated May 12, 2020.
3. Township of Hainesport Joint Land Use Board Resolution 2020-12, dated October 7, 2020.
4. Township of Hainesport Committee, Resolution 2020-159-10, dated October 13, 2020.
5. Preliminary Investigation for Non-condemnation Area in Need of Redevelopment, or Area in Need of Rehabilitation, by Taylor Design Group Inc., dated September 25, 2020.
6. “Policy Map of the State Development and Redevelopment Plan” State of New Jersey Department of State, Office of Planning Advocacy. August 8, 2019.
7. 1996 Hainesport Township Master Plan Update, Ragan Design Group, October 1996
8. 2004 Master Plan Amendment Land Use, open Space and Conservation Elements, Ragan Design Group, April 2004
9. 2008 Reexamination of Master Plan and Development Regulations, Ragan Design Group, December 2008
10. Burlington County Highway Master Plan, by the Delaware Valley Regional Planning Commission for in June 2019 <https://www.dvrpc.org/Reports/18019.pdf>
11. Conceptual Site Plan Phase 1; Sheet CS-101, prepared by Langan Engineering, dated January 18, 2021.

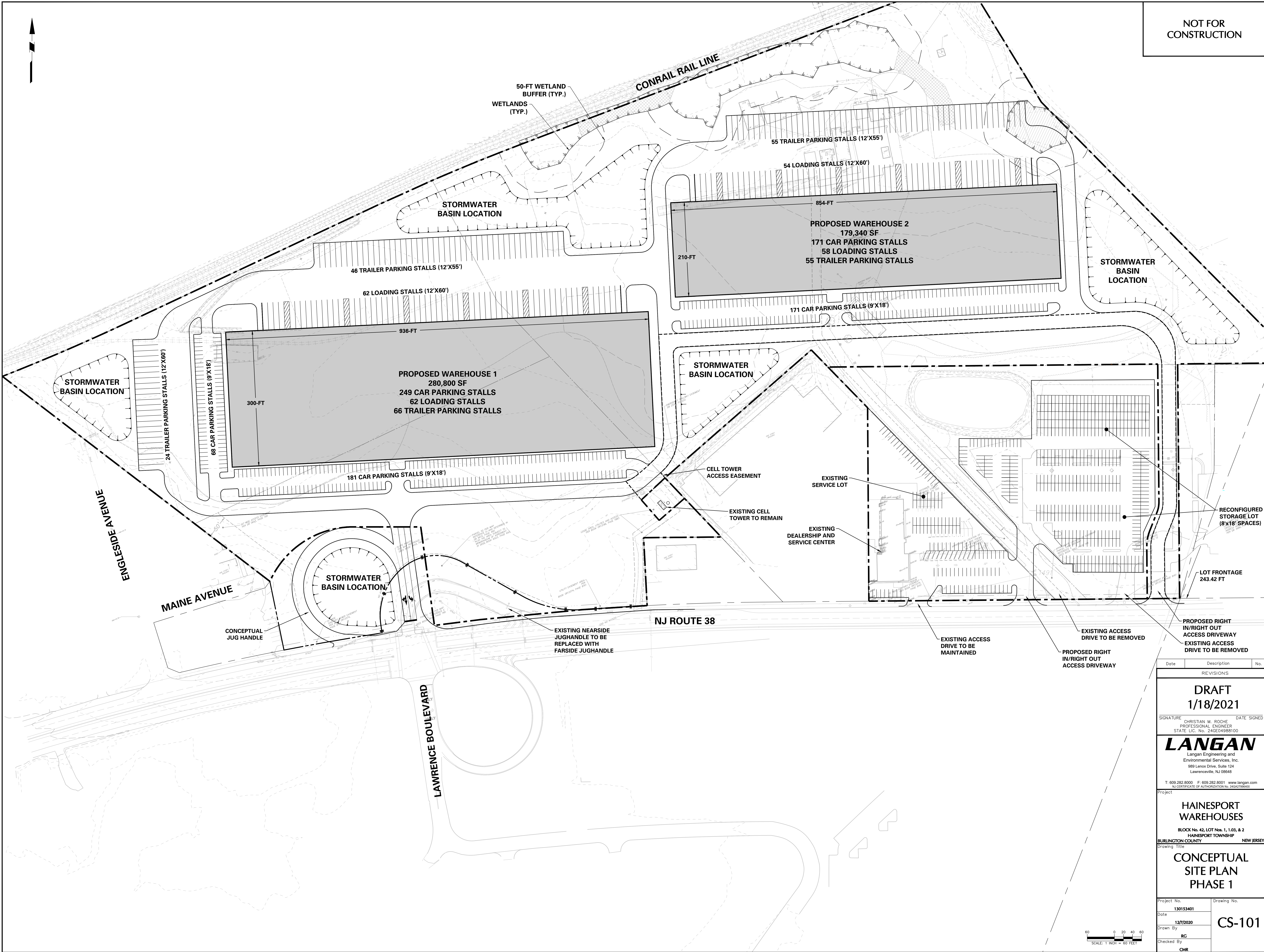
Appendix A-

Conceptual Site Plan Phase 1; Sheet CS-101, prepared by Langan Engineering, dated January 18, 2021.

See Plan Pocket Inside Back Cover of Report.

NOT FOR
CONSTRUCTION

LAWRENCE
PROJECT NO. 130153401



Date	Description	No.
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REVISIONS

DRAFT
1/18/2021

SIGNATURE CHRISTIAN M. ROCHE DATE SIGNED
PROFESSIONAL ENGINEER
STATE LIC. No. 246049888100

LANGAN

Langan Engineering and
Environmental Services, Inc.
989 Lenox Drive, Suite 124
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NJ CERTIFICATE OF AUTHORIZATION No. 246049888100

Project

**HAINESPORT
WAREHOUSES**

BLOCK No. 42, LOT Nos. 1, 1.03, & 2
HAINESPORT TOWNSHIP

BURLINGTON COUNTY NEW JERSEY

Drawing Title

**CONCEPTUAL
SITE PLAN
PHASE 1**

Project No. Drawing No.

130153401 CS-101

Date 12/7/2020

Drawn By RG

Checked By CMR

60 0 20 40 60
SCALE: 1"=60' - 60 FEET