



Haines Boulevard Redevelopment Plan

Prepared for the Township of Waterford
April 2016

Heyer, Gruel & Associates
with amendments
October 2016
Andrew Levecchia AICP P.P.
#33LI00617300





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HAINES BOULEVARD REDEVELOPMENT PLAN

Waterford Township
Camden County, New Jersey

April 26, 2016

Prepared By:

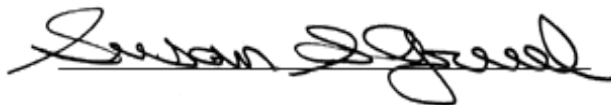


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The original of this report was signed and
sealed in accordance with N.J.S.A. 45:14A-12



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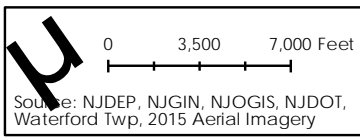
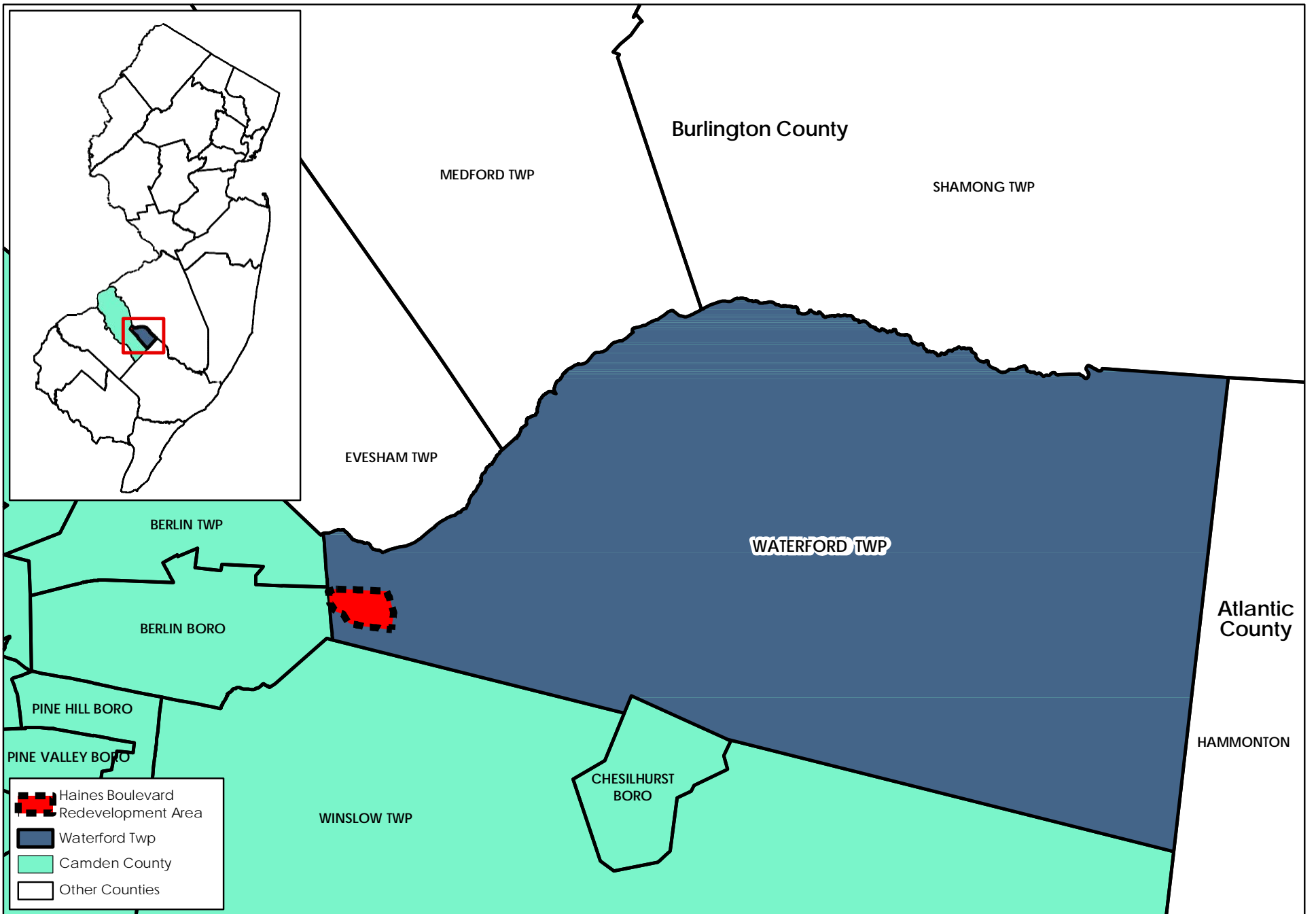
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Regional Location
Haines Boulevard Redevelopment Plan - Waterford, NJ

INTRODUCTION

HAINES BOULEVARD REDEVELOPMENT AREA



Haines Boulevard



Haines Boulevard



Haines Boulevard Intersection with Route 73

INTRODUCTION

The Township of Waterford’s Haines Boulevard Redevelopment Area (the “Area”) represents 146 acres in the northwest corner of the Township and abuts the Township’s border with Berlin Borough. The tract represents a unique opportunity given its proximity to mass transit and the availability of potable, storm-water, and sanitary sewer infrastructure in a region where such sites are relatively rare. While there are several commercially developed properties along the Area’s southern edge on Route 30, the Area is largely vacant land.

The Area is adjacent to the Atco Train station, a stop on the Atlantic City Rail Line that travels between Atlantic City and Philadelphia. As it exists now, the train station remains isolated from the rest of Waterford Township. The Redevelopment Area has the potential to create a Transit Oriented Development and bring residents closer to the station, as well as bring in commercial uses that will serve both the community and the commuters.

In 2001, the Township Committee declared the Area an “Area in Need of Redevelopment” as defined in the New Jersey Local Redevelopment and Housing Law, N.J.S.A. 40A: 12A-1 et seq. On October 16, 2001 a Redevelopment Plan for the Area was recommended by the Planning Board and subsequently adopted by the Township Committee. This Plan is intended to replace the prior redevelopment plan.

The goal of this Plan is to create mechanisms by which the Township can foster comprehensive development within the Area and in turn, create a gateway to the community. The Redevelopment Area consists of

- Block 202 Lots 1, 2, 3, 4, 5, 6, and 7;
- Block 203 Lots 1, 2, 3, 4, 5, 6, 7 and 8
- Block 204 Lots 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10

The majority of these properties have been vacant for over 20 years. The entire Area, however, is located next to mass transit, an ideal location to incentivize development and widen the Township’s economic base. This Plan considers opportunities and revised land use standards that will promote development within the Haines Boulevard Redevelopment Area.

Chapter 245 of the Township’s Code allows for short term tax abatement limited to five (5) years for residential, commercial, and industrial uses within the Township.

STATUTORY REQUIREMENTS

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project 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 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" PL 1985, C398

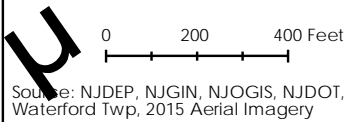
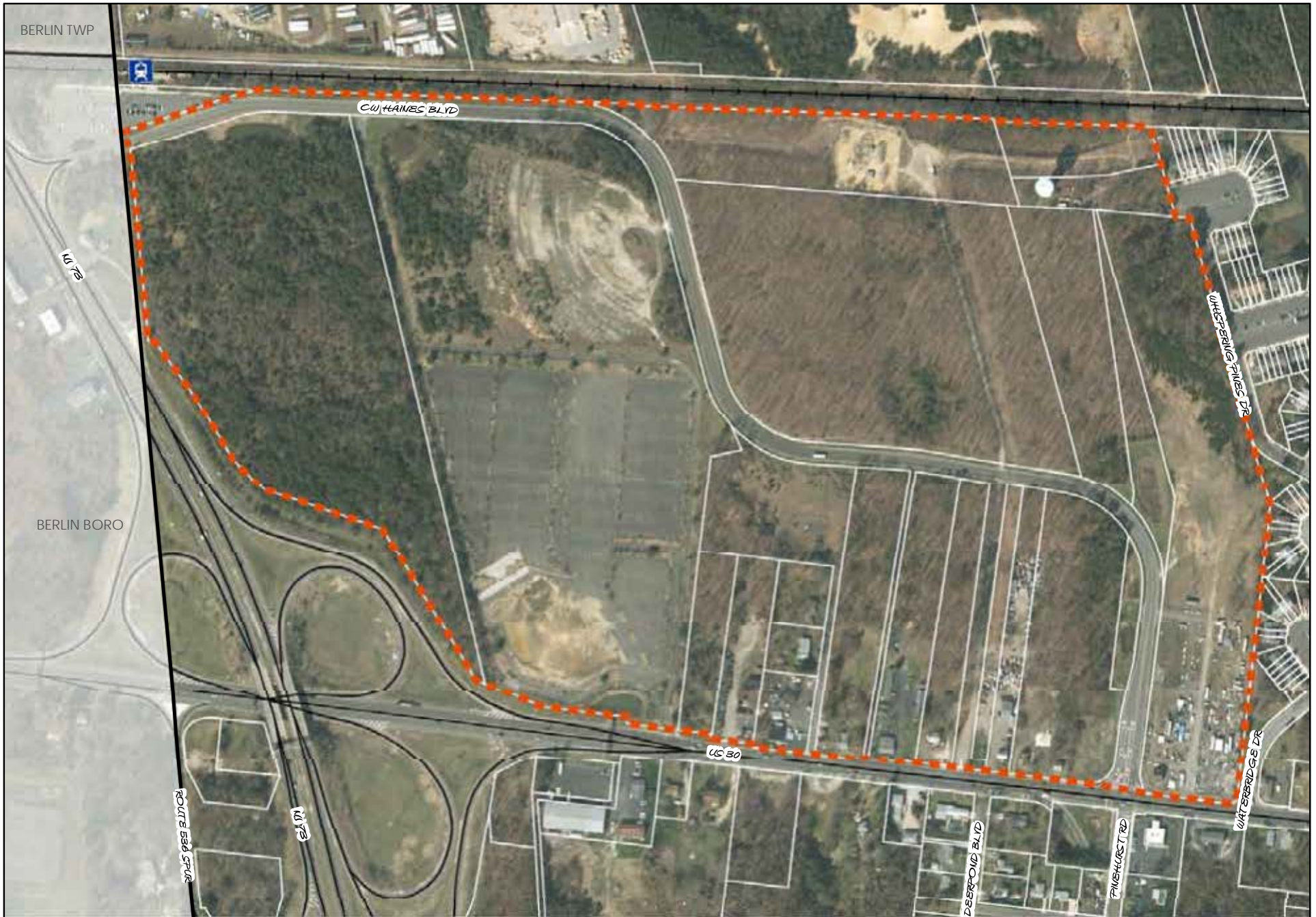
(C52:18A-196 et al.).

6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to section 4 of P.L. 1985 c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.

This Redevelopment Plan provides a guide for the revitalization of this area of Waterford. The following is a review of the Area, the district land use standards, as well as administrative procedures and requirements for the implementation of the Plan.



Atco Station



Aerial Map
Haines Boulevard Redevelopment Plan - Waterford, NJ

PLANNING CONTEXT

HAINES BOULEVARD REDEVELOPMENT AREA



Haines Boulevard

EXISTING CONDITIONS

The Haines Boulevard Redevelopment Area is situated in the northwest corner of Waterford Township. The Area is bound to the north by the Atlantic City Rail Line, to the east by a residential neighborhood, to the south by US Route 30, and to the west by NJ Route 73. The Area also hugs the eastern border of Berlin Borough. Several small commercial and residential properties are located along U.S. Route 30; however, the majority of the Area is vacant. There are no wetlands or environmentally sensitive areas on the site and no contaminated sites are present.



Former Access Road to Multiplex Cinema

The Area was once the home of the Atco Drive-In movie theater that opened in 1956 and was operated by National Amusements. The drive-in theater closed in 1989 but the remnants of it can still be seen in aerial images. Following the Atco Drive-In's closure, the Atco Multiplex Cinemas opened on the same property in 1990. This business was also operated by National Amusements and closed in 2008. Since its closure, the building has been demolished and the site remains empty. The large surface parking lot and access roads that serviced the movie theater persist.

Circulation within and around the Area

The Haines Boulevard Redevelopment Area has relatively flat terrain with the exception of a noticeable slope on the northern side where the former drive-in movie theater was located. Haines Boulevard intersects the site, connecting Route 30 with Route 73. Currently, the primary function

of this road is to bring cars and buses to and from Atco Station. Haines Boulevard is currently the only street open to vehicles that traverses the Area. As previously mentioned, there are access roads that stem off of Route 30 and Haines Boulevard that once brought movie-goers to the parking lot of the Multiplex Cinema. Since the closure of the Cinema and demolition of the building, these roads have been closed to through traffic but the infrastructure remains.


As seen in the Road Network Map, there are also several paper streets located within the Area. A paper street is a street that is shown on maps but has not been improved. These streets were laid out at some point by planners or developers but were never built. This Plan considers the possibilities of improving these paper streets to be utilized by through traffic.

Route 30, which comprises the Area's southern border, runs east/west and is also known as White Horse Pike. Route 30 is a US highway that originates in Atlantic City and runs west the entire width of New Jersey to the Benjamin Franklin Bridge at the Delaware River before continuing on to the county's west coast. During its span within Waterford, the highway is four lanes and is surrounded by predominantly commercial uses. As Route 30 enters Berlin Borough, it passes underneath NJ Route 73. Route 73 makes up the Area's west edge and has a direct entrance to the Atco Station. This State highway begins in Folsom and brings travelers into Philadelphia. Both Route 30 and 73 are key roadways for bringing in potential commuters and shoppers to the Redevelopment Area.



Former parking lot servicing the Multiplex Cinema




 0 200 400 Feet
 Source: NJDEP, NJGIN, NJOGIS, NJDOT,
 Waterford Twp, 2012 Aerial Imagery

Road Network
 Haines Boulevard Redevelopment Plan - Waterford, NJ

HEYER GRUEL & ASSOCIATES
 April 2016

Public Transportation servicing the Area

The Atco Station is located immediately adjacent to the Area, and provides New Jersey Transit rail service on the Atlantic City Line to the Atlantic City Rail Terminal in Atlantic City and the 30th Street Station in Philadelphia. The Atco Station is roughly halfway between the two terminus points with a 45 minute ride to both Atlantic City and Philadelphia. According to NJ Transit Quarterly Ridership Trends Analysis November 2012 (most recent data available), Atco Station currently boards 120 passengers on the average weekday. The station itself has 189 free parking spaces and bike racks available to riders.

NJ Transit bus service is also available from the Atco Station on the 554 route, running from the Lindenwold PATCO Station to Atlantic City. Its route goes along White Horse Pike making stops at Berlin, Atco Rail Station, Hammonton, Mullica Township, Egg Harbor City Rail Station, Galloway Township, Absecon, Absecon Rail Station, Pleasantville Bus Terminal, Atlantic City, and finally the Atlantic City Bus Terminal. The 554 bus not only stops at the Atco Station but it also makes stops on Haines Boulevard near the intersection with Route 30, as well as on Route 30 in front of the entrance to the former Multiplex Cinema.

Existing Zoning and Land Use

Prior to the 2001 Redevelopment Plan, the Area was situated within the Planned Highway Business (PHB) zoning district. The 2001 Plan determined that any proposed land uses within the Area “should remain consistent with use, bulk and

design standards of the Planned Highway Business (PHB) zoning district,” with the exception of criteria listed in the Plan. The PHB zoning district, including the existing Redevelopment Area, allows for commercial development along arterials and major collectors, and requires a minimum lot area of 20,000 square feet. The 2001 Plan encourages small scale hotels with conference facilities at the intersection of Route 30 and Route 73. The Area, however, remains relatively undeveloped and many of the structures that exist are deteriorating. The commercial buildings that are currently fronting Route 30 are mainly one and two-story frame construction. Several of them appear to be converted from a residential structure. In addition to the commercial uses, there are also residential properties that run along Route 30.

The Area is located within the Regional Growth Area (RGA) of the Pinelands. Regional Growth Areas are areas of existing growth that have the capacity to take on additional growth influences while simultaneously preserving the character and environment of the Pinelands. RGA’s allow municipalities to grow economically without disrupting the preservation and production areas of the Pinelands. Landowners in RGA’s can build at higher densities by purchasing development credits from other landowners who are within preservation areas. Most of Waterford is located within the Preservation Area of the Pinelands, but as can be seen in the Pinelands Management Areas Map, the more densely developed parts of the Township are within the Regional Growth Area. For more on the Regional Growth Areas and purchase

of development credits, see the Land Use section of this Plan titled Pinelands Development Regions.









Atco Station



Atco Station

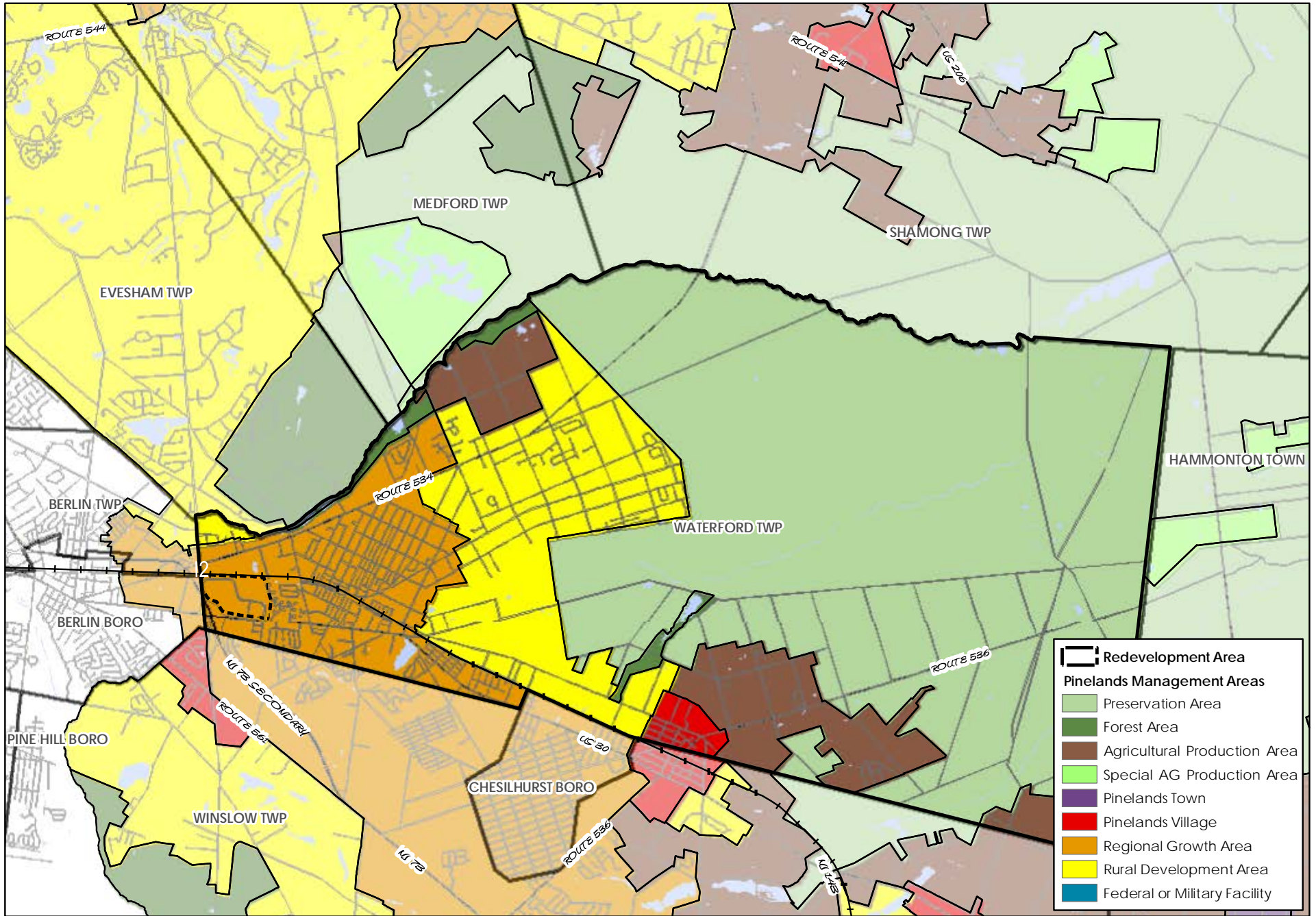



-  Redevelopment Area
-  Bus Stops: 554
-  Bus Route: 554
-  1/4 mile - 5 minute walk to/from train station
-  1/2 mile - 10 minute walk to/from train station

 0 200 400 Feet
 Source: NJDEP, NJGIN, NJOGIS, NJDOT, Waterford Twp, 2012 Imagery

Public Transportation Network
 Haines Boulevard Redevelopment Plan - Waterford, NJ

HEYER GRUEL & ASSOCIATES
 April 2016




 0 3,250 6,500 Feet
 Source: NJDEP, NJGIN, NJOGIS, NJDOT, NJ Pinelands Commission

Pinelands Management Areas
 Haines Boulevard Redevelopment Plan - Waterford, NJ

HEYER GRUEL & ASSOCIATES
 March 2016

GOALS AND OBJECTIVES

HAINES BOULEVARD REDEVELOPMENT AREA

GOALS AND OBJECTIVES

- Promote Area-wide development
The primary goal of this Plan is to reduce the amount of vacant, underutilized properties by creating development incentives and encouraging smart growth. This Plan works to capitalize on the development potential of the Area, which will broaden the Township's tax base.
- Create a gateway and town center for the Waterford community
Promoting development within the Area allows the Township to re-envision the Area and create a gateway into the rest of the community. By allowing for mixed-use development and pedestrian friendly streets adjacent to a commuter rail station, the Redevelopment Area will be a focal point for the Township and an entrance for visitors.
- Provide quality housing options for a variety of household types and incomes
Because the Area is predominantly vacant, there is an opportunity to provide new, quality homes for residents and bring residents closer to mass transit options.
- Generate cohesive and vibrant commercial districts to serve the local and regional populations
A major part of the redevelopment of the Area includes two commercial districts located along Route 30 and adjacent to

Atco Station. New commercial districts can improve the quality of life for local residents as well as bring in outside investment.

- Improve the utilization of vacant land
The current land use of the Area is inconsistent with Township goals and much of the land remains unproductive. Because there are no environmental constraints within the Area, the Township is losing out on revenue by not developing the land.
- Produce a flexible site plan that allows for a range of development
There are a number of opportunities within the Area for many different kinds of development. This Plan offers a range of land uses and configurations that allows for flexible site design and versatile development.
- Implementation without requiring assembly
Within the Area there are 19 separate property owners. Some of the lots are very large while others are small, narrow, and long. The redevelopment can be organized in such a way that each property owner can either develop on his or her plot of land or sell to an interested buyer.



Route 30 Corridor



Business on Route 30 Corridor



Former site of Atco Drive-in Movie Theater

DISTRICT STANDARDS

HAINES BOULEVARD REDEVELOPMENT AREA



Haines Boulevard

RELATIONSHIP OF PLAN TO TOWNSHIP STANDARDS

The Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. The Plan supersedes the use and bulk standard provisions in the Township Land Development Regulations; however, the minimum environmental standards set forth in Chapter 176, Article VII of the Township Land Development Regulations shall continue to apply.



Existing access road to electrical substation

As a joint Planning Board and Zoning Board, the Board shall have the power under this Plan to grant “d” variances. The Planning Board shall have power to grant relief from other bulk and dimensional requirements of this Plan to the same extent as the Board may grant relief from bulk and dimensional requirements pursuant to the N.J.S.A. 40:55D-70c.

All exceptions or waivers from design standards from the requirements for site plan or subdivision approval shall be within the jurisdiction of the Board.



Haines Boulevard

All development must be approved by the Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq.

Final adoption of this Redevelopment Plan by the Township Committee shall be considered an amendment to the Township Zoning Ordinance and Official Zoning map. Unless otherwise noted, definitions in this Plan are consistent with the Township’s Zoning and Land Use Ordinance.

LAND USE PLAN

The purpose of the new district standards for the Redevelopment Area is to provide an expanded set of development options that guide the Area’s development, and encourage the growth and expansion of the Township’s economic base. When the Township rezoned the Area to the PHB district, it hoped this action would encourage planned development on larger lots. This type of development, however, did not occur and the lots remain largely undeveloped. The existing development along Route 30 does not conform to the PHB standards and the irregular lots throughout the Area contribute to the Area’s inconsistencies with the Township’s desired development strategies. By expanding the development potential of the site, the new standards will create incentives to developers and encourage the expansion of both residential and commercial uses.

The Redevelopment Plan calls for six (6) distinct land use districts: a TOD/Mixed-Use Zone, a Commercial Zone, two (2) Residential Zones, an Institutional Zone, and a Utility District. The following section describes the permitted uses within each district and provides their bulk standards.

Creating Districts allows the plan to set a residential Maximum Gross Tract Density for each District. The total permitted residential density throughout this Redevelopment Area is 792 units; of which 240 units have been set aside to be developed as affordable units for low to moderate income households. These low to moderate income housing units can be built throughout the entire site (not clustered) and are exempt from the requirement of Pinelands Development Credits

(PDC’s). Not clustering low to moderate income units and allowing them to be constructed, spread out and intermingled with market rate units, provides for a more economically sustainable and humane neighborhood that is socially diverse and will ensure the long term success of this project. This leaves 552 units to be developed as Fair Market Value Housing; 30% of the 552 market rate units, or 165 units, are required to be developed through the purchase of Pinelands Development Credits. The chart below shows the Pinelands Comprehensive Management Plan requirements for Pinelands Development Credits and the negotiated settlement for this Redevelopment Plan

	CMP Requirements	Waterford Twp. Approach 10/25/2016
Base Units	328	552
PDC Units	164	165
Total Units	492	792
% PDC Units	33%	30%

Pinelands Development Regions

As previously mentioned, the Redevelopment Area is located within the Regional Growth Area (RGA) of the Pinelands. Developments within RGA’s are eligible for the Pinelands Development Credit (PDC) Program. The PDC Program is a transfer of development rights (TDR) program that Areas that have the infrastructure to support such growth. PDC’s are essentially development rights that are connected with pieces of land known as “sending areas”. These development rights can be transferred to the

growth areas where they can be used for higher density residential development. These areas are known as “receiving areas.” In the Haines Boulevard Redevelopment Area, Pinelands Development Credits shall be acquired and redeemed for 25% of all market rate units. Any affordable housing that is constructed is excluded from the PDC requirements, **up to 240 units**. The use and redemption of PDCs shall be in accordance with Section 176-15 of the Township’s Code. For more information on the Pinelands Development Credit Program, see the Pinelands Commission website.

Township Ordinance 2011-19, adopted November 21, 2001 established a simplified permitting process for the Haines Boulevard Redevelopment Area. Resolution number PC4-12-03 of the New Jersey Pinelands Commission certified Ordinance 2011-09 on February 10, 2012. The standards for the simplified permitting process, currently found in Chapter 176-14 of the Township’s Code, will be revised to reflect the new Haines Boulevard Redevelopment Plan.

Affordable Housing

The Township of Waterford is currently preparing a Housing Element and Fair Share Plan in accordance with the March 10, 2015 New Jersey Supreme Court Opinion. This Redevelopment Plan was to ensure there are sufficient affordable housing opportunities available to residents. All new residential development or mixed commercial/residential development producing five (5) or more residential units shall be required to set aside a minimum of 20% of all units as affordable for low and moderate income households. In addition, projects where 100% of

the residential units are made affordable for low and moderate income households may be permitted, provided that the total number of units of all such projects in the redevelopment area does not exceed 240. Projects where 100% of the residential units are made affordable to low and moderate income households shall be permitted at a maximum of eight (8) units per acre, and no Pinelands Development Credits shall be required.

Ownership

The Redevelopment Area is comprised of 24 parcels with 19 different land owners. This Plan takes into account the existing property boundaries and works to develop a comprehensive plan around those existing boundaries. One goal of this Plan is to maintain the property boundaries and plan development within them, allowing each property owner to develop his or her parcel in conjunction with neighbors, but without requiring subdivision or consolidation.

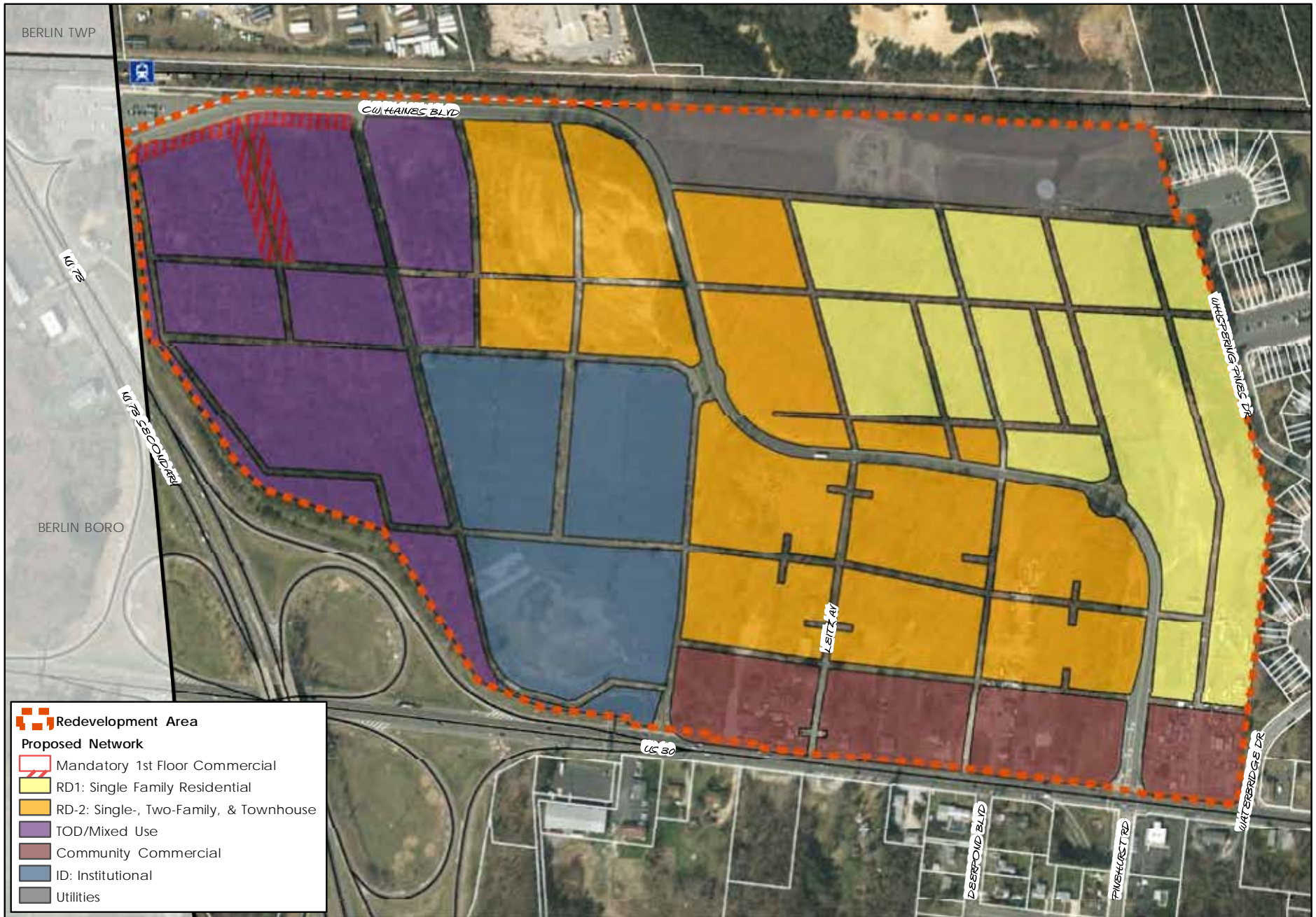
Water Supply

At such time that the township has allocated 70%* of its available water capacity throughout the entire regional growth area, no further water applications shall be approved for any major development as defined in Chapter 176-9, including in the redevelopment area, until the Township has contractual arrangements in place to receive water from another source other than the Kirkwood-Cohansey Aquifer. Said contractual arrangement shall have been reviewed and accepted by the Pinelands Commission

**70% of available water CAPAC has been calculated as 108,400mgd*



Rear of property that fronts on Route 30



Redevelopment Area

Proposed Network

- Mandatory 1st Floor Commercial
- RD1: Single Family Residential
- RD-2: Single-, Two-Family, & Townhouse
- TOD/Mixed Use
- Community Commercial
- ID: Institutional
- Utilities

0 200 400 Feet

Source: NJDEP, NJGIN, NJOGIS, NJDOT, Waterford Twp

Land Use Plan
Haines Boulevard Redevelopment Plan - Waterford, NJ

HEYER GRUEL & ASSOCIATES
April 2016

PLAN STANDARDS The residential density for the entire Redevelopment Area shall not exceed 8 units per acre. Any residential or mixed-use projects shall produce at least 15% of its area as open space.

DISTRICT STANDARDS
RD-1 Residential District

Single-Family Residential

Intent

The intent of the Residential District is to permit single-family detached dwellings and maintain the residential character of the neighborhood to the east. Multiple-family dwellings and commercial uses are prohibited in this district.

Principal Permitted Uses

- Detached single-family dwellings.

Accessory Uses

- Private garages
- Home occupations
- Any use customarily incidental and accessory to the principal use.

Additional Permitted Uses

- Commercial uses as permitted in the Community Commercial Zone with minimum bulk requirements as permitted for commercial in that zone

Bulk Requirements	
Minimum Lot Area	7,000 square feet
Minimum Lot Width	60 feet
Minimum Front Yard Setback	20 feet with front loaded garages; 10 feet for all others
Minimum Combined Side Yard Setback	30% of lot width; min. of 5 feet
Minimum Rear Yard Setback	25 feet
Maximum Building Height	2 1/2 Stories / 35 feet
Maximum Impervious Lot Coverage	40%
Maximum Gross Tract Density	5 units/acre

Pinelands Development Credits

The use of Pinelands Development Credits shall be required in the RD-1 District as follows:

- For 30% of the market rate (non-income restricted units in any development)

Parking

- Locating private garages in the rear of the property and not in the front yard is preferable but not required.
- Residential Site Improvement Standards (RSIS) shall apply. The Board may grant an exception for the number of parking spaces given the proximity to mass transit.

RD-2 Residential District

Single-Family, Two-Family, and Townhome Residential

Intent

The intent of the RD-2 residential district is to permit single and two-family dwellings and townhomes. Density is maintained at a low to medium range.

Principal Permitted Uses

- Detached single-family dwellings
- Two-family dwellings
- Attached single-family dwellings (townhouse)

Accessory Uses

- Private garages
- Home occupations
- Any use customarily incidental and accessory to the principal use.

Additional Permitted Uses

- Commercial uses as permitted in the Community Commercial Zone with minimum bulk requirements as permitted for commercial in that zone

Pinelands Development Credits

The use of Pinelands Development Credits shall be required in the RD-2 District as follows:

- For 30% of the market rate (non-income restricted units) in any development

Parking

- Locating private garages and parking in the rear of the property and not in the front yard is preferable but not required.
- Residential Site Improvement Standards (RSIS) shall apply. The Board may grant an exception for the number of parking spaces given the proximity to mass transit.

Bulk Requirements	
Minimum Lot Area	
Single- and Two-Family	5,000 square feet
Townhomes	10,000 square feet min; 2,500 square feet per unit
Minimum Lot Width	
Single-Family	40 feet
Two-Family	50 feet
Townhomes	100 feet
Minimum Front Yard Setback	20 feet with front loaded garages; 10 feet for all others
Minimum Combined Side Yard Setback	30% of lot width;
Single- and Two-Family	Min. 5 feet
Townhomes	Min. 0 feet; Min. 10 feet from ROW
Minimum Rear Yard Setback	25 feet
Maximum Building Height	2 1/2 Stories / 35 feet
Maximum Impervious Lot Coverage	70%
Maximum Gross Tract Density	6 units/acre

TOD/Mixed-Use District

The intent of this district is to allow for retail and service businesses that provide for the everyday needs of the Area’s residences as well as employment, entertainment and shopping options for through-travelers. The ground floor of buildings in this district should maintain a high façade transparency as high levels of fenestration on upper levels.

Principal Permitted Uses

- Retail stores and shops
- Personal service businesses
- Eating and drinking establishments (excluding drive-in or drive-thru restaurants)
- Instructional facilities such as dance schools
- Banks and finance institutions (excluding drive-thru services)
- Child care centers
- Business and Professional Offices
- Real Estate offices
- Two-family dwellings and townhomes
- Mixed-Use Development, which includes residential uses and permitted community commercial uses
 - o Residential uses shall be permitted on upper floors only
- Multi-family in areas that do not require commercial on first floor

Bulk Requirements	
Minimum Lot Area	2,000 square feet
Minimum Lot Width	25 feet
Minimum Front Yard Setback	0 feet
Maximum Front Yard Setback	10 feet
Minimum Side Yard Setback	3 feet
Minimum Rear Yard Setback	20 feet
Maximum Building Height	3 Stories / 45 feet
Minimum Building Height	2 Stories / 30 feet
Maximum Impervious Lot Coverage	90%
Maximum Residential Tract Density	12 units/acre

Ground Floor Uses

- Buildings in close proximity to the station shall be required to provide ground floor commercial uses. This includes the frontage along Haines Boulevard and the proposed “Main Street.” Ground floor residential may be permitted elsewhere. Ground floor commercial uses shall be permitted throughout the district.

Accessory Uses

- Any use customarily incidental and accessory to the principal use.

Prohibited Uses

- Parking is not permitted in front or side yards

Parking

- Residential: Residential Site Improvement Standards (RSIS) shall apply. The Board may grant an exception for the number of parking spaces given the proximity to mass transit.
- 4 spaces per 1,000 square feet of non-residential uses

Pinelands Development Credits

The use of Pinelands Development Credits shall be required in the TOD/Mixed Use District as follows:

- o For 30% of the market rate (non-income restricted units) in any development

Community Commercial District

Intent

The intent of the Community Commercial district is to allow for retail and service businesses that provide for the greater needs of the region’s residences. This district is located along the Route 30 corridor where general commercial currently exists. While these businesses will sit on Route 30, the fronts of these buildings will be directed toward the residential neighborhoods with parking along Route 30.

Principal Permitted Uses

- Retail stores and shops
- Personal service businesses
- Eating and drinking establishments (excluding drive-in or drive-thru restaurants)
- Instructional facilities such as dance schools
- Banks and finance institutions (excluding drive-thru services)
- Dry cleaning and clothing laundries
- Child care centers
- Mixed-Use Development, which includes residential uses and permitted community commercial uses
 - o Residential uses shall be permitted on upper floors only
- Business and Professional Offices
- Real Estate offices

Bulk Requirements	
Minimum Lot Area	5,000 square feet
Minimum Lot Width	30 feet
Minimum Front Yard Setback	0 feet
Minimum Side Yard Setback	3 feet
Minimum Rear Yard Setback	20 feet
Maximum Building Height	2 stories / 30 feet
Maximum Impervious Lot Coverage	90%
Maximum Gross Residential Tract Density	5 units/acre (allowable in addition to permitted commercial uses)

Accessory Uses

- Any use customarily incidental and accessory to the principal use.

Parking

- Residential: Residential Site Improvement Standards (RSIS) shall apply. The Board may grant an exception for the number of parking spaces given the proximity to mass transit.
- 4 spaces per 1,000 square feet for all non-residential uses.

Pinelands Development Credits

- The use of Pinelands Development Credits shall be required in this District for 30% of the market rate (non-income restricted units including assisted living units in any development which meets the definition of a dwelling unit in Chapter 176-9

ID Institutional Use District

Intent

The intent of the ID Institutional Use district is to create areas whose purpose is to serve the educational, health care, and social needs of the region’s residents.

Principal Permitted Uses

- Uses permitted in the Community Commercial District subject to the district standards
- Education facilities such as a community college campus
- Health Care Clinic/surgical/diagnostic/dialysis and similar uses
- Library
- Assisted Living Facility
- Community Center
- Child Care Center
- Hotel / Conference Center
- Two-family dwellings and townhomes consistent with RD-2 standards

Accessory Uses

- Any use customarily incidental and accessory to the principal use.

Parking

- Residential: Residential Site Improvement Standards (RSIS) shall apply. The Board may grant an exception for the number of parking spaces given the proximity to mass transit.
- 4 spaces per 1,000 square feet for all non-residential uses.

Bulk Requirements	
Minimum Lot Area	18,000 square feet
Minimum Lot Width	25 feet
Minimum Front Yard Setback	25 feet
Minimum Side Yard Setback	15 feet
Minimum Rear Yard Setback	20 feet
Maximum Building Height	3 Stories / 45 feet
Maximum Impervious Lot Coverage	60%
Maximum Gross Residential Density	6 units/acre, including assisted living units

- Pinelands Development Credits

The use of Pinelands Development Credits shall be required in this District for 30% of the market rate (non-income restricted units including assisted living units in any development which meets the definition of a dwelling unit in Chapter 176-9

DESIGN STANDARDS

HAINES BOULEVARD REDEVELOPMENT AREA

DESIGN STANDARDS

The following design standards shall be considered site plan standards, and any deviations shall be considered design standard waivers. The design standards apply to any development in the Redevelopment Area. The intent of the design standards is to provide a guiding template in which developers can consult to ensure quality construction and site design. The standards are meant to encourage design that compliments the semi-rural identity of the Township as well as provide opportunities for modern site plan techniques and efficient use of land.

General Residential Design Standards

While the median year of housing construction in Waterford Township is 1976, the residential neighborhoods east of the Area were constructed in the 1980s and 1990s. The single-family detached dwellings in the adjacent neighborhood are characterized by small front porches or stoops, sloped roofs, one and two-car garages, larger setback of up to 40 feet, and building heights of two to two and a half stories.

The attached single-family homes are characterized by sloped roofs, single-car garage or no garage, some have stoops while other do not, and large setbacks. The majority of the existing homes have vinyl siding with a few brick or stone facades.

New residential construction within the Area should strive to maintain the character of the existing

residential neighborhoods within the Township but do so in a way that supports modern building strategies and smart growth principals.

Encouraged

- Porches/Stoops
- Street Trees
- Shutters
- Landscaping
- Hedges
- Dormers
- Alley options for single-family, two-family, and townhome development

Discouraged

- Front yard parking
- No porches/stoops
- No landscaping
- No street trees

General Commercial Design Standards

These standards are intended to encourage an attractive and energetic atmosphere within the proposed commercial districts of the Haines Boulevard Redevelopment Area. They are to be used in conjunction with the land use and bulk standards that are established in this Redevelopment Plan.

Encouraged

- Street trees
- Wide sidewalks
- Street furniture
- Open and transparent storefronts
- Visual coordination of building elements

Discouraged

- Blank or featureless walls
- Excessive signage



Example of appropriate townhome design

RESIDENTIAL ARCHITECTURAL DESIGN STANDARDS

This section governs the design of all residential structures built in the Redevelopment Area.

Permitted Exterior Building Materials

- Brick
- Natural Stone
- Stucco
- Vinyl Siding
- Cementitious Siding
- Wood Siding

Windows and Doors

- Openings for windows and window panes shall have a vertical dimension that is greater than the horizontal dimensions.
- If exterior shutters are used, they shall be size appropriately to match the window opening.
- Window sills shall project a minimum of 2 inches from the building face.
- Windows shall not be placed flush with the exterior building wall, but shall be centered within the wall cavity.
- Where siding is used, all openings for window or doors shall be cased. Trim boards must have a minimum nominal dimension of 1"x4" on sides and sill, and a nominal dimension of 1"x6" for the head.
- All header trim around openings shall be at least 2 inches taller than the width of adjacent trim.

Residential Roofs

- All residential structures must have pitched or sloped roofs.
- All hipped and gabled roofs shall have eaves that overhang a minimum of 18 inches from the building face.
- A hipped or gabled roof shall have a minimum pitch of 6:12.
- Dormers shall light habitable spaces, and if gabled, shall have a pitch to match that of the principal roof structure.
- Roof and wall penetrations, other than chimneys, shall be concealed from public view to the maximum extent feasible.

Other Design Standards

- Exterior building walls shall be consistent in architectural quality and detail on all elevations visible from the public street.
- The use of materials rather than veneers is encouraged.
- Foundation exposures shall not be permitted in the front of a building.
- Porches or stoops in the front of a building shall not be screened or otherwise enclosed.
- The foundation walls of porches and stoops shall be finished to match the exterior of the building.
- Projecting elements on the building face such as bay windows may encroach up to four feet into the front yard setback.
- Chain link fences are not permitted as fencing materials.



Examples of appropriate single-family residential design



Example of appropriate downtown commercial design



Example of appropriate materials



Example of appropriate mix of commercial/mixed-use roof types

COMMERCIAL AND MIXED-USE ARCHITECTURAL DESIGN STANDARDS

This section governs the design of all commercial structures, including mixed-use structures built in the Redevelopment Area.

Permitted Exterior Building Materials

- Brick
- Natural Stone
- Stucco
- Wood
- Concrete (smooth or stucco finish)
- Steel and glass

Façade Standards

- A minimum of 50% of the ground floor front façade shall be glazed.
- A minimum of 20% of the upper story front façades shall be glazed.
- A maximum of 30% per story of any front or side façade may be windowless.
- Glazing shall be a minimum of 70% transparent.
- A maximum of 20% of the glazing on storefronts and/or doors may be blocked by window signs or advertisements.
- The maximum sill height above sidewalk grade shall be three (3) feet.
- Front façades shall be vertically divided into segments no greater than thirty (30) feet in width.
- A horizontal division shall define the ground floor from the upper floors.
- Foundation exposure shall be limited to a maximum of 30 inches above grade.
- Awnings, canopies, and/or balconies are

permitted and shall only extend a maximum of three (3) feet from the exterior wall into the front yard setback at a height of at least eight (8) feet above sidewalk grade.

- Each individual use on the ground floor is required to have its own primary entrance on the street/right of way
- The exterior walls of buildings shall not have large blank or featureless expanses. No blank walls may be constructed that are larger than 30 feet in length facing a right of way.
- Exterior security grates are prohibited.
- Openings for windows and windowpanes shall have a vertical dimension greater than or equal to the horizontal dimension.
- Windowsills shall project a minimum of 2 inches from the building face.
- All lintels shall extend a minimum of 4 inches beyond the edge of the opening.

Commercial and Mixed-Use Roofs

- Where a building has a flat roof, a cornice shall be included at the top of the building on any front facing façade that projects a minimum of one (1) foot from the building.
- Buildings with a flat roof shall have a parapet along the entire front façade that extends a minimum of two (2) feet above the roofline and a maximum of six (6) feet. The parapet shall be high enough to block any rooftop mechanical equipment from street view.
- Where a commercial building has a sloped roof, the residential design standards for sloped roofs shall apply.

Other Design Standards

- Buildings shall relate to public streets and plazas, both functionally and visually. The primary orientation of a building shall not be towards a parking lot or parking structure.
- The appearance of all sides of buildings is important. It may be desirable to develop alternative entries. Therefore, guidelines for the fronts of buildings shall also apply to other sides.
- Ground floor uses of buildings are encouraged to be uses which generate the greatest amount of pedestrian activity, such as retail, restaurants or service uses.
- All pedestrian entryways and/or lobbies shall be prominent, well-lit and separate from service entrances.
- All storage of refuse and recyclable materials shall be maintained within the confines of an enclosed building or structure and shall be reasonably accessible for vehicular collection on the site.
- Every effort shall be made to make utilities as visually unobtrusive as possible.
- Meters and access panels shall be integrated with street and building design.
- To the extent permitted by public utilities, transformers and generators shall be located interior to the building, on the roof or vaulted underground within the pavement area of an adjacent street or sidewalk.
- Chain link fences are not permitted as fencing materials.



Example of appropriate residential streetscape



Example of sharrows

STREETSCAPE STANDARDS

A streetscape is the natural and built environment that makes up the framework of the public street. The quality of design of the street and its surroundings can have a major visual effect on the community and can determine how comfortable and safe pedestrians feel. Aspects that make up the streetscape include materials used, curbs, landscaping, signs, and fences. The success of these individual features can create an inclusive and safe environment and foster a sense of community.

Residential Streetscape Standards

- Sidewalks shall be constructed on both sides of all public streets.
- Sidewalks shall be a minimum of 5 feet in width.
- Sidewalk shall be constructed of a material different than that of the roadway.
- A planting strip for street trees of at least 3 feet in width shall be located between the sidewalk and curb.
- The curb between the planting strip and the street shall be a minimum of 6 inches in width and a maximum of 8 inches in width.
- Front yard setbacks shall be landscaped with a combination of appropriate flowering trees, shrubs, perennials, and/or low-maintenance groundcovers.
- Efforts shall be made to make utilities as unobtrusive as possible.
- Generators, transformers, and other mechanical equipment shall not be located on the sidewalk, or within the required front yard area.

Commercial Streetscape Standards

- Crosswalks shall be a minimum of 5 feet in width, and located on all sides of all intersections of roads where commercial uses are present or permitted.
- Sidewalks shall be provided at all entrances of all buildings.
- Sidewalks shall be constructed of a material that is different from that of the roadway.
- Sidewalks shall be a minimum of 8 feet in width.
- A planting/paver strip for street trees and alternate paving materials of at least 3 feet in width shall be located between the sidewalk and curb.
- A curb between the planting strip and the street shall be a minimum of 6 inches in width and a maximum of 8 inches in width.
- Front yard setback areas shall contain a combination of hardscape (sidewalk) and landscaped areas.
- Street furniture such as benches, planters, or newspaper boxes shall be located within either the front yard area, or the required planting/paver strip. Sidewalks shall not be impeded by street furniture.
- Trash and recycling receptacles for public use shall be located near all intersections within commercial use areas.
- Outdoor storage is not permitted in the front yard area.
- All outdoor storage in side or rear yard areas must be screened from public view with a solid fence.
- Efforts shall be made to make utilities as unobtrusive as possible.

- Generators, transformers, and other mechanical equipment shall not be located on the sidewalk, or within the required front yard area.
- Outdoor dining shall be permitted on the sidewalk in front of restaurants, cafes, and other eating and drinking establishments provided that a minimum sidewalk width of 4 feet is maintained.
 - o Outdoor dining shall not block or impede any vehicular or pedestrian entrances.
 - o Restaurants must provide for the disposal of waste of recyclable materials on their own. Public garbage and recycling receptacles on the street shall not be used by restaurants or their patrons.
 - o All food preparation for outdoor dining shall be conducted within the regular kitchen area of the restaurant.

Complete Streets

In addition to implementing tradition streetscape standards, developers should also be encouraged to utilize design techniques in line with “Complete Street” standards. Complete Streets is a methodology for planning streets that are usable by multiple modes of transportation including pedestrians, bicycles, buses, and automobiles. Developers should also be encouraged to employ sustainable and environmentally friendly tactics to help mitigate stormwater runoff and create attractive and friendly surroundings.

Curb Extension

Curb extensions, or “bump outs,” are a traffic calming technique that should be utilized at all crosswalks in commercial areas. They minimize pedestrian crossing distances and reduce wait time for turning vehicles.

Sharrows

Shared Lane markings are commonly referred to as sharrows and are an approved Uniform Traffic Control Device in the current FHWA Manual. Sharrows may be used on streets with speed limits at or below 35mph and placed on center 11’-0” from the curb when parallel parking is present, 3’-0” when it is not. Along Haines Boulevard, sharrows may be used to guide bicyclists from residential areas to the train station and the new downtown area.

Street Lighting

- Light fixtures shall be mounted at 18 feet; the supporting light pole shall not exceed 20 feet in height.
- Illumination shall be consistent throughout the area.
- Street lights shall be coordinated with other street furniture and street trees.
- Street lights shall be mounted on fixtures which arc towards the ground plane.

Street Furniture

Street furniture is designed to provide visual unity, elegance and calm to the streetscape. The quality and placement of street furniture should enhance



Example of curb extension



Example of appropriate street light design



Example of bike racks

the pedestrian experience and reinforce the overall design theme of the Area. Toward this goal, street furniture, unless noted, shall be constructed of stainless steel or brushed aluminum.

In general, street furniture should be organized to be both functional and attractive. Street furniture should be regularly spaced and aligned with the street trees and street lights, whenever possible. Elements should be placed in logical locations, such as near major entranceways or crosswalks. Street furniture should in no way inhibit circulation.

inches in diameter.

- **Trash & Recyclable Receptacles**
Trash and recyclable receptacles at a minimum, are required at each corner of all intersections. Trash receptacles shall be 24 or 36 gallon.
- **Bicycle Racks**
Bicycle racks shall be located where appropriate. Bike racks shall be securely fastened to the sidewalk. Bike rack locations shall not interfere with pedestrian circulation.

Street Trees

Street trees are an important component of the overall streetscape environment, both in residential and commercial settings. The street trees give character to the neighborhood, provide shade, reduce noise and light congestion, and improve air and water quality as well as promote the health and well-being of residents. Trees shall not be within the site triangles of intersections or driveways. All street trees shall have a minimum diameter of 2.5 inches measured three feet above the ground. All streets within the Redevelopment Area shall have street trees planted at a maximum of 40 feet apart.

The following are recommended styles of street furniture, as well as specific details and allocation guidelines.

- **Benches**
Benches shall be approximately 72 inches in length and 32 inches in height. Benches are encouraged in appropriate locations throughout the proposed area. Benches shall be located adjacent to the curb line and shall be permanently secured.
- **Tree Grates**
Tree grates are recommended for all street trees within the proposed mixed-use area. Tree grates shall be 4 feet x 4 feet and set parallel and flush with the curb line. Tree grates shall be made of heavy grade, cast iron or cast aluminum of black or dark gray finish or recycled polygrate plastic. The center hole shall be expandable to accommodate tree growth. The initial center hole shall be a minimum of 12



Example of recycling receptacle

CONCEPT PLAN

HAINES BOULEVARD REDEVELOPMENT AREA

CONCEPT PLAN

The proposed concept plans are intended to be illustrative. Actual lot sizes and buildings may vary. The concept plans shall not be binding on either the Township Council or the Reviewing Board. The evaluation of any proposal submitted under the Redevelopment Plan shall be based upon the section of this Redevelopment Plan entitled “Relationship of Plan to the Township Standards,” including “District Standards” and “Design Standards.”

The following reflects a long-term vision for the Redevelopment Area that is intended to provide contextually sensitive design, land use configuration, and character. The illustrative concept takes into account existing conditions and current ownership pattern. The Plan envisions a mixed-use development adjacent to a traditional neighborhood lay out that will foster community ideals and support business endeavors.

Based on the recommendations presented in the Redevelopment Plan, a concept plan was developed. The Illustrative Concept Plan (seen on opposite page) shows Haines Boulevard continuing its current path, which bisects the Area into two sections. The area east of Haines Boulevard is roughly 50 acres while the area west of the Boulevard measures about 90 acres in size. The east section of the Area is proposed to consist of primarily single-family and two-family dwellings, with the exception of the commercial district along Route 30. The section west of Haines Boulevard is proposed to have a wider range of land uses

including residential, mixed-use, commercial, and institutional.

The concept plan proposes a street grid that capitalizes on the existing infrastructure of the Area. All of the existing roadways are reused and several of the paper streets are opened up. The street grid was also determined by the current ownership of each of the 24 lots. As previously mentioned, the Plan has maintained the property boundaries, allowing each property owner to develop his or her parcel independently of neighbors but at the same time, maintaining a concise overall design and development pattern. The concept plan on the right shows the existing property lines in orange overlain onto the proposed site plan. This shows how development has been strategically placed so that each property owner can develop his or her own parcel.

The concept plan was designed so that the highest level of density is located adjacent to the Atco Station and the lowest density along the eastern border, neighboring an existing residential development. The Redevelopment Area has been

broken down into four areas that will support residential uses. Combined, these four areas create a gross residential density of 8 units per acre.

Together, the four residential areas can theoretically produce up to 1,167 units. The Utilities district will not produce any residential units. As the entire Redevelopment Area is 146.2 acres, the gross density produced is 8 units per acre.

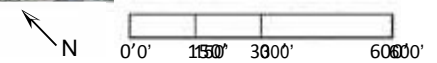
The section of the Redevelopment Area that is designated as the Utility District will not be altered from its existing form. The only changes made are to redirect the access roads so that they are better integrated into the proposed street grid. The existing detention basins will also remain in place with the exception of the basin located near the train station, which will be split in two and serve as a focal point and entrance to the new downtown region.

The five areas are described in detail on the following pages.

	RD - 1	RD - 2	TOD	CC	ID	Utility	Open Space	Total (Gross)
Acreage	28	39	19	14	20	10	12	142
Number of Units	140	234	228	70	120	0	0	792
Units / Acre	5	6	12	5	6	0	0	5.67



Haines Boulevard Redevelopment Area Illustrative Concept Plan



AREA 1 (TOD & OPEN SPACE)

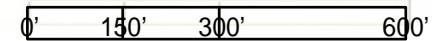
Area 1 consists of mixed-use development and includes apartments and townhome structures. This Area is 33 acres and can accommodate up to 396 residential units. This Area is adjacent to the Atco Station and will be the focal point of the entire Redevelopment Area. The downtown characteristics of Area 1 will create the “gateway” that is so central to this Plan. Many the buildings in Area 1 will be mixed-use and offer commercial, retail and office spaces on the ground floor. The intent is to require ground floor commercial uses in the buildings closest to the station and along the new “Main Street.” The commercial uses will be permitted but not required in the remainder of the area. A “Main Street” is created that leads residents and visitors toward the park. The existing infrastructure from the Multiplex Cinema helped to define the new street pattern and will be reused.



AREA 2
(RD - 1 & RD - 2)

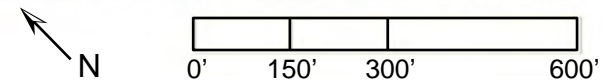


Area 2 is comprised of single-family, two-family, and townhome developments. The Area is roughly 45.1 acres and supports up to 256 residential units, assigning it a density of 5.7 units per acre. The majority of Area 2 represents the traditional single-family development that is seen in many areas of the Township. New roads have been added to create the neighborhood blocks as well as generate connections with the adjacent townhome neighborhood to the east.



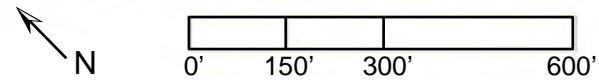
AREA 3 (RD 2)

Area 3 is 22.4 acres in size and is made up of townhome developments. The Area can support 134 units, creating a density of 6.0. This Area works to utilize existing roadways and open up paper streets. The site plan allows for ample parking and pocket parks throughout the development.



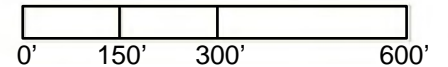
AREA 4 (Institutional District)

Area 4 is approximately 18.9 acres in size. The allowed land use for this area is institutional, commercial, and residential. This flexible area comprises the former site of the Multiplex Cinema and reuses much of the existing infrastructure and roadways. The residential option could yield on the order of 113 units.



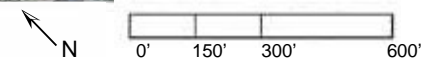
AREA 5 (Community Commercial)

Area 5 is located along Route 30 where the existing commercial uses are situated. The concept plan pushes the front of these commercial structures towards the residential neighborhood, reinforcing the community character of the entire Area. As it exists now, there are multiple driveways coming off of Route 30, which can be dangerous and slow down traffic along the highway. The concept plan reduces the number of driveways and allows for traffic flow through contiguous parking lots. The main entrance to the Redevelopment Area is the existing signalized intersection at Haines Boulevard. Approximately 70 upper floor residential units could be created.





Haines Boulevard Redevelopment Area Illustrative Concept Plan



RELATIONSHIP TO OTHER PLANS

HAINES BOULEVARD REDEVELOPMENT AREA

RELATIONSHIP TO OTHER PLANS

This Redevelopment Plan has been prepared as a direct result of the Township of Waterford's planning process. Because of this, the outcome has been that many of the goals and objects of this Plan are in keeping with the goals and objectives with the Township, County, Regional, and State planning documents. The following is an overview of relevant planning documents and how this Plan corresponds to each.

2008 Waterford Master Plan

The Planning Board adopted a Master Plan in October 2010, with revisions done in December 2010. The Master Plan has goals and objectives that the Haines Boulevard Redevelopment Plan is consistent with.

General goals and objectives:

- Provide a well balanced approach to zoning and land development based on both the existing development pattern within the Community, as well as the underlying extent and distribution of Pinelands Land Management Areas comprising the Township.
- Provide opportunities through zoning and development standards for the growth of the commercial taxable base within the Community in order to provide a wider range of consumer services, located opportunities for employment and revenue enhancements for municipal and county governments, as well as the Board of Education.

Zoning and Land Use Goals

- Generally, the current residential zoning districts should be preserved and enhanced through the maintenance of compatible zoning schemes, along with appropriate buffering to commercial, industrial, and institutional uses/districts.

REGIONAL PLANS

2014 Camden County Land Use Master Plan

The Land Use Element of the Camden County Master Plan that was adopted in 2014 is intended to provide support for the municipalities within Camden County and help each town develop land use visions for the future.

Policy Goals:

- Promote growth, development, and redevelopment activities in suburban and urban communities that contain existing or planned infrastructure, existing population and employment clusters, and dense settlement patterns.
- Encourage active transit corridors by clustering growth, development, and a vibrant mix of uses within a walkable distance of transit stations.
- Improve multi-modal conditions and land use quality along aging strip arterial corridors.
- Support the vitality of neighborhood main streets as anchors of the local community.

Sustainable Camden County Plan 2018

The Sustainable Camden County Plan is intended to be used as a guiding document to conserve resources, promote innovation, and save money, as well as promote resiliency planning.

Objectives of the Sustainable Plan include:

- Encourage the adoption of municipal land use policies that reduce sprawl, preserve open space, and create compact walkable urban/suburban communities
- Promote transportation options such as bicycle trails, commuter trip reduction programs, incentives for carpooling and public transportation.

2014 Pinelands Comprehensive Management Plan

The Pinelands Comprehensive Management Plan was most recently updated on September 2, 2014. The primary goal of the Plan is to protect, preserve, and enhance the significant values of resources within the Pinelands. The Regional Growth Area is intended to support regional growth influences while simultaneously protecting the character and environment of the Pinelands. The Haines Boulevard Redevelopment Plan is consistent with the goals and objectives of the Pinelands Management Plan.

2013 Delaware Valley Regional Planning Commission (DVRPC) Long Range Plan - “The Connections 2040 Plan”

The intent of the 2013 DVRPC Long Range Plan is to encourage a more sustainable future for the greater Philadelphia area. The Plan was adopted by the DVRPC Board on July 25, 2013.

Goals for Creating Livable Communities:

- Revitalize neighborhoods, support economic growth, and reduce suburban sprawl.
- Create business-friendly town centers that strengthen our local and regional economy.
- Increase and diversify the region’s housing stock that is located near employment opportunities and public transit.

Goals to Build the Economy:

- Invest in town centers, to facilitate the most efficient use of infrastructure
- Support the growth of key economic sectors and locations within the region.

Goals for Establishing a modern multimodal transportation system:

- Encourage investment in the region’s town centers, and older developed areas.
- Promote transit-oriented development and mixed-use development.
- Develop complete streets to accommodate all modes and users.

Objectives of the Sustainable Plan include:

- Encourage the adoption of municipal land use policies that reduce sprawl, preserve open space, and create compact walkable urban/suburban communities
- Promote transportation options such as bicycle trails, commuter trip reduction programs, incentives for carpooling and public transportation.

STATE PLANS

State Development and Redevelopment Plan (SDRP)

In 2001, the State Planning Commission adopted the State Development and Redevelopment Plan (SDRP). The SDRP is a document that, while not binding, guides State-level development and redevelopment policy as well as local and regional planning efforts. The Plan includes eight statewide goals that are as follows:

1. Revitalize the State’s cities and towns
2. Conserve the State’s natural resources
3. Promote beneficial economic growth, development, and renewal for all New Jersey residents
4. Protect the environment, prevent and clean up

pollution

5. Provide adequate public facilities and services at a reasonable cost
6. Provide adequate housing at a reasonable cost
7. Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value
8. Ensure sound and integrated planning and implementation statewide.

This Plan meets goals 1, 2, 3, and 6

- The intended purpose of this plan is to revitalize the area surrounding Haines Boulevard.
- As a Regional Growth Area, the subject area of this Plan is promoting the conservation of natural resources within the Pinelands.
- This Plan promotes beneficial economic growth and development for residents of Waterford.
- This Plan advocates for a wide range of housing opportunities.

ADMINISTRATIVE & PROCEDURAL REQUIREMENTS

HAINES BOULEVARD REDEVELOPMENT AREA

ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

Redevelopment Entity

The Township Committee shall serve as the Redevelopment Entity to implement this Redevelopment Plan.

Duration of Redevelopment Plan

The Redevelopment Plan shall remain in effect for 30 years from the date of adoption of this Plan by the Township Committee. After that period, the Zoning Ordinance will regulate the development of the site.

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.

Property to be Acquired

Property acquisition through the use of eminent domain is authorized as a part of this Plan.

Relocation Assistance

It is anticipated that the designated redevelopers will address any relocation needs through acquisition of parcels.

Affordable Housing

No affordable housing units are identified to be removed as part of the implementation of this Redevelopment Plan.

Conveyance of Land

The Township of Waterford may sell, lease, or otherwise convey to a redeveloper for redevelopment, subject to the restrictions, controls and requirements of this Redevelopment Plan, all or any portion of the land within the Redevelopment Area, which becomes available to disposal by the municipality.