

2016



MANCHESTER HERITAGE TOWN CENTER REDEVELOPMENT PLAN

A plan for the redevelopment of the Heritage Minerals Redevelopment Area

Manchester Heritage Town Center Redevelopment Plan

MANCHESTER TOWNSHIP

Ocean County, NJ



Prepared for:

Heritage Minerals Site Working Group on behalf of the
Manchester Township Council

Prepared by:



David G. Roberts

David G. Roberts, P.P., AICP, LLA,
NJ Planner License No. 33LI00308100



As approved by the Heritage Minerals Site Working Group for review by the Manchester Township Council on May 5, 2016
As introduced by Township Council by Ordinance on _____, 2016
Adopted by Township Council by Ordinance on _____, 2016



Table of Contents

Section 1. Introduction 2

Section 2. The Public Purpose 4

 2.1 Goal and Objectives 5

 2.2 Relationship to Local Objectives..... 6

Section 3. Vision Statement 7

Section 4. Consistency with Manchester Township Master Plan 8

Section 5. Redevelopment Plan 9

 5.1 Definitions 9

 5.2 Deviations from Plan 9

 5.3 Redevelopment Area Framework Plan 10

 5.4 Redevelopment Activities 13

 5.5 Land Use Requirements 13

 5.5.1 Permitted Uses..... 13

 5.5.2 General Land Use Requirements for All Districts 17

 5.5.3 Conditional Uses 19

 5.5.4 Permitted Temporary Uses..... 19

 5.5.5 Permitted Accessory Uses 19

 5.5.6 Prohibited Uses 19

 5.6 Design Standards 20

 5.6.1 Maximum Impervious Coverage 20

 5.6.2 Open Space..... 21

 5.6.3 Bulk Requirements 21

 5.6.4 Building and Site Design 23

 5.6.5 Landscaping 31

 5.6.6 Exterior and Street Lighting 32

 5.6.7 Signage – General Standards 33

 5.6.8 Overall Residential Density 33

5.7 Parking and Loading 33

 5.7.1 Parking Facilities 33

 5.7.2 Parking Calculations..... 35

 5.7.3 Loading and Service Areas..... 36

 5.7.4 On-Site Approvals/Improvements 36

5.8 Provisions Related to Off-Site Improvements 37

5.9 Provisions Related to State and Federal Regulations 37

5.10 Provisions Related to Affordable Housing 37

Section 6. Relationship to the Land Use and Zoning Ordinance..... 39

 6.1 Zoning Ordinance 39

 6.2 Map Amendment 39

Section 7. Significant Relationships to Other Plans 40

 7.1 Plans of Adjacent Municipalities 40

 7.2 Ocean County Master Plan 40

 7.3 New Jersey State Development and Redevelopment Plan..... 41

 7.4 New Jersey Pinelands Commission 43

 7.5 Route 37 Economic Corridor Vision Plan 43

Section 8. Amendments and Completion 44

 8.1 Amending the Redevelopment Plan..... 44

 8.2 Certificate of Completion and Compliance 44

List of Figures

Map 1: Redevelopment Study Area with Heritage tract outlined in yellow and settlement agreement area outlined in pink..... 3

Map 2: Redevelopment Area Framework Plan 12

MAP 3: Heritage Town Center Redevelopment Plan Overlay District 39

**DRAFT Manchester Heritage Town Center Redevelopment Plan****Section 1. Introduction**

The "Heritage Minerals Tract" is owned by Hovsons, Inc, who is intended to be designated as the Master Redeveloper of the Redevelopment Area. It is comprised of Block 75.01, Lot 1 consisting of approximately 3,767 acres, Lot 2 consisting of 9.10 acres, Lot 4 consisting of 0.87 acres, Lot 6 consisting of 8.60 acres and Lot 11 consisting of 12.10 acres. These properties are located southeast of N.J. Route 70 and south of the Consolidated Rail Line. An additional property owned by Hovsons, Inc. adjacent to the larger tract is Block 44 Lot 16 consisting of approximately 24.28 acres located on N.J. Route 37 north of the Consolidated Rail Line. The overall "Heritage Minerals Tract" redevelopment study area (including Block 44 Lot 16) is 3,821.95 acres.

The Township Council adopted Resolution #14-066 on January 27, 2014 authorizing the Planning Board to undertake a preliminary investigation to determine whether the Heritage Minerals Tract is "an area in need of redevelopment" pursuant to N.J.S.A. 40A:12A-6 of the Local Redevelopment and Housing Redevelopment Law.

As directed by the Planning Board, an Area in Need of Redevelopment Planning was prepared by Thomas Planning Associates, L.L.C., dated May 1, 2014. The designation of the Heritage Minerals Tract properties for redevelopment is for a "Non-Condemnation Redevelopment Area" under N.J.S.A. 40A:12A-6 as amended by Chapter 159 of the Laws of 2013 approved on September 6, 2013.

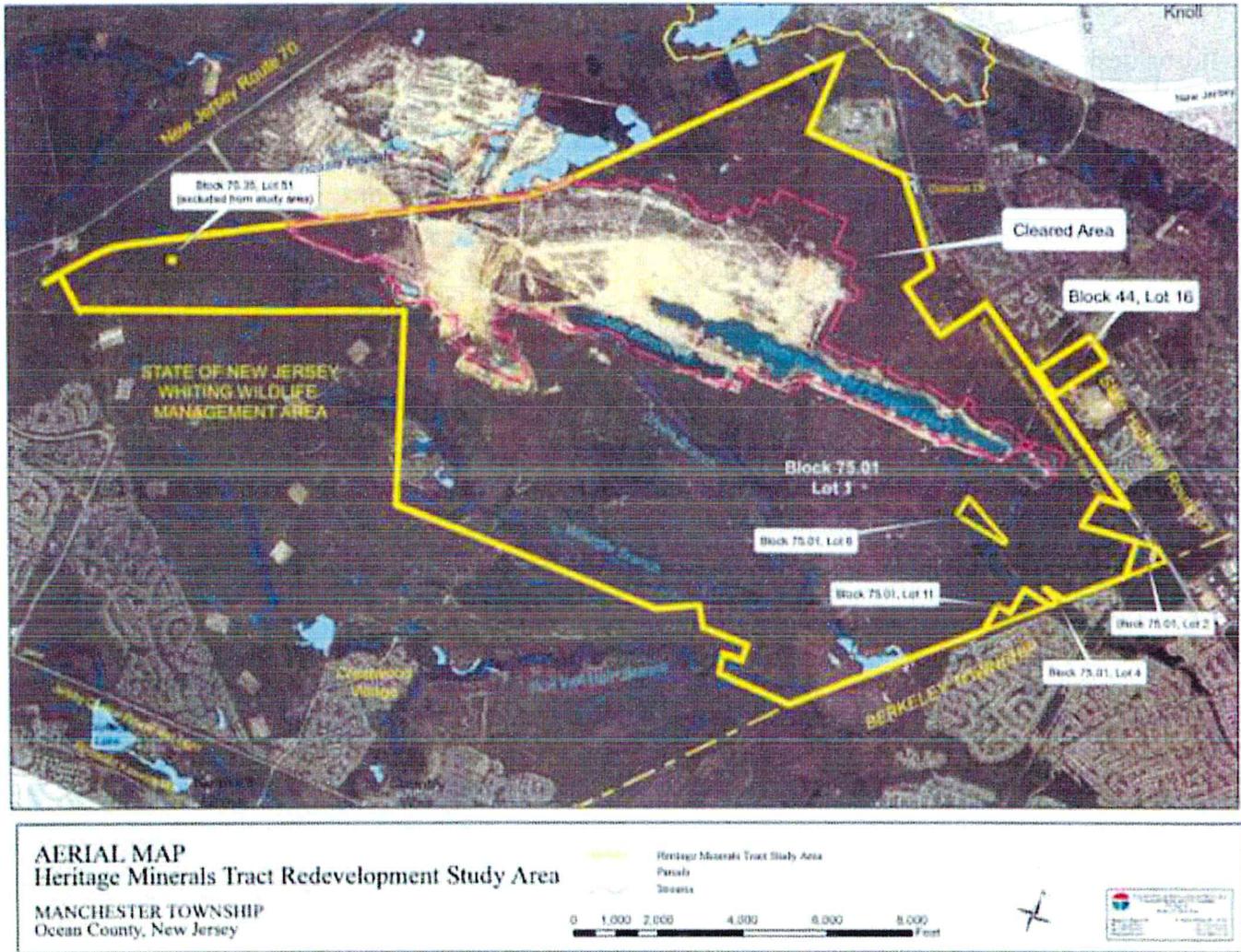
The investigation of the Heritage Mineral Tract Study Area has identified the requisite conditions prescribed under N.J.S.A. 40A:12A-5d and other mitigating factors that are sufficient to designate the Heritage Minerals Tract site properties (Block 75.01, Lots 1, 2, 4, 6 and 11; and Block 44, Lot 16), as an Area in Need of Redevelopment.

Town Center Redevelopment Area

Block	Lot	Acres
75.01	1	3,767
	2	9.10
	4	0.87
	6	8.60
	11	12.10
44	16	24.28
TOTAL		3,821.95



Figure 1: Remnant structure on the site from prior industrial use.



Map 1: Redevelopment Study Area with Heritage tract outlined in yellow and settlement agreement area outlined in pink

**DRAFT Manchester Heritage Town Center Redevelopment Plan****Section 2. The Public Purpose**

All redevelopment plans are intended by statute to advance the overall public purpose of returning unproductive or otherwise deleterious properties into productive properties that contribute to the public welfare. In the case of the Heritage Minerals Site, the cessation of the mineral extraction left the site depleted and contaminated with concentrations of naturally occurring byproducts (uranium and thorium) of the former mining operation that needed to be capped and stabilized on the site. The settlement agreement between the property owner, Hovsons, Inc., the NJDEP and the Township allowed for an adult community of over 2,200 single family residences to be constructed on 1,000 acres of the most disturbed portion of the tract.

The changes in the real estate market wrought by the economic recession of the mid-2000s, the coming of age of the Millennial generation and their preference for an urban lifestyle as the "new normal", the need for a broader residential demographic within the Township to attract/sustain commercial rates and the shore region's gradual recovery from Superstorm Sandy, have all contributed to the mutual decision by the Township and the property owner to investigate an alternative and more sustainable plan for the site as a "Town Center".

While the extensive size of site and its proximity to Routes 37 and 70, as well as Manchester High School and the Municipal Complex on Colonial Drive offers space to accommodate a wide range of uses, the real estate market can be expected to take many years to absorb the new development.

Throughout the development of this Plan, the focus of the Township was to explore the potential of a Town Center approach to enable a more sustainable economic future for its residents through the creation of a wide variety of housing types and density and a range of affordability that would be sufficient enough to support new retail goods and services in the Township, which would, in turn, relief the tax burden on residential property owners. This Plan is based upon an extensive fiscal analysis, using the most current methods and agreed upon between financial experts representing both the property owner and the Township.

The economic balance of the Plan is based on a general premise that a substantial number of residential units are typically needed to support up to 100,000 square feet of retail development as a goal for new services and tax rates, and that most of the economic support for the new retail in the "Town Center" would need to come from new residential units organized within "land bays" that are in close proximity to the Town Center. The fiscal analysis balanced the residential density necessary to make the retail and Town Center portion of the project viable with the fiscal impacts of proposed residential density on the Township. It concluded that 6,543 residential units was the appropriate number of residential units needed to support the proposed retail and Town Center, as it provides sufficient residential density and diversity, without causing a financial burden on the Township. As such that is proposed as the maximum number of residential units for the project.

The Plan recognizes that the residential density in individual Land Bays will be dependent on the nature of the development within each Land Bay, with it being anticipated that the highest residential density will be



concentrated in the Town Center Core with decreasing density from the Town Center Core to areas more remote from the Town Center Core within the Redevelopment Area. The residential density for each phase and/or Land Bay of the Redevelopment Area that the Plan permits residential development will be the covered in one or more redevelopment agreements which shall include detail on the proposed type and mix of residential units for each phase and/or Land Bay and a mechanism for counting the overall residential density of the Redevelopment Area to ensure that the total residential density does not exceed the total maximum permitted of 6,543 residential units.

The density that this number of residential units represents is generally consistent with the original settlement agreement between Hovsons and Manchester for the development of the site for another retirement community (2,450 dus/800 acres = 3.0 du/acre). The gross density within the Heritage Redevelopment Area computes to be 1.7 dus/acre (6,543 dus/3822 acres). The density for the proposed portion of the site that would need to be developable to achieve the full buildout is 3.3 dus/acre (6,543 dus/2,000 acres). This developable area would include the land bays, Town Center Core, boulevard, secondary streets outside of land bays, stormwater management areas, internal open spaces and parks, etc.

As a result of the scale of the buildout to be accommodated on this immense site, the implementation of this redevelopment plan is anticipated to be organized into a series of phases, the details of which will be stipulated in a redevelopment

agreement. However, one of the clear public benefits of the redevelopment plan would be a proposed boulevard that would connect Route 37 and Route 70. This road of an estimated length of five miles would connect the east and west sections of the Township and is considered critically important for traffic circulation and emergency access. Such a new connecting road would also provide an opportunity to improve water and sewer service by enabling the looping of water lines between the two sections of town. Without this connecting "boulevard", the site will remain isolated from the existing population centers of the Township and its ability to serve as a true Town Center will be compromised.

Because there is no guarantee that all of the phases of development will occur, the construction of essential infrastructure, such as is identified above, will need to be a priority in the phasing plan to be incorporated into the redevelopment agreement so that the public benefit of the improvements to the entire Township will be assured.

2.1 Goal and Objectives

The goal of the Town Center Redevelopment Plan is to promote the development of a compact, pedestrian-oriented Town Center with the potential for 24-hour activity, consisting of retail and employment facilities, vibrant mixed-use areas, open space and recreation facilities, and residential living environments that provide a broad range of housing types for an array of housing needs.

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

The redevelopment of the Town Center is to be guided by the following objectives:

1. Promote a diverse mix of residential, business, commercial, office, institutional, educational, recreational and cultural and entertainment activities for workers, visitors, and residents;
2. Encourage pedestrian-oriented development at densities and intensities that will help promote transit usage, interconnected uses and businesses;
3. Promote the health and well-being of residents by encouraging physical activity, alternative transportation options and greater social interaction;
4. Create a center that represents a unique, attractive and memorable destination for visitors and residents;
5. Encourage lively, human-scaled activity areas and gathering places through the promotion of high-quality urban design;
6. Ensure that all buildings are consistent with and enhanced by high-quality streetscape amenities; and
7. Accommodate off-street parking in a convenient manner that does not interfere with the rhythm of the street network and building façades.

2.2 Relationship to Local Objectives

2015 Master Plan Reexamination Addendum

The 2016 Master Plan Reexamination Addendum, adopted by the Manchester Planning Board on March 7, 2016, provides an overview of the change in approach to the Heritage Minerals Site as follows:

"Historically, the Heritage Minerals Tract in Block 75.01 has been maintained as a unified property tract historically by private owners and as a unified regulatory tract by the NJDEP, the State Planning Commission, by the Superior Court in the Builders Remedy Settlement and by the Federal Court Stipulation of Settlement. While the Local Redevelopment & Housing Law (LRHL) permits designation of a portion of a site for redevelopment, the scale of the Heritage Tract coupled with the opportunity to identify upland development areas, circulation and public utilities routes and conservation and/or preservation of environmentally sensitive areas can best be accomplished within the context of a comprehensive development plan for the entire Tract. Recognition of the comprehensive planning approach for the Heritage Tract was recognized by the State Planning Commission, the NJDEP and the Pinelands Commission in November 2004 during the public hearings on the modifications to the State Development and Redevelopment Plan.

The implementation of the Redevelopment Plan for the Heritage Tract Study Area would require the parties to amend the existing settlement agreement in the matter of Hovsons, Inc. v. Township of Manchester, Docket No. OCN-L-3457- 93PW (the "Hovsons Action").

The Hovsons, Inc. Builder's Remedy Settlement Agreement provided for inclusionary affordable housing



to be provided in conjunction with the approval and construction of 2,205 age restricted housing units. Development of the Heritage Tract for residential development other than that provided for in the Settlement Agreement will be subject to the New Jersey Council on Affordable Housing Rules and Manchester Township Housing Plan and Affordable Housing Regulations in effect at the time that any development plans are approved by the Township Council and the Planning Board".

A Vision Statement that offers the alternative Town Center approach to redevelopment of the Heritage Minerals Site Redevelopment Area departs from trend by establishing a primary target for future development – Town Center - while preserving a substantial portion of the Heritage Minerals Tract as open land.

Section 3. Vision Statement

The Vision Statement opens with the following:

In the year 2025 the Heritage Town Center is a comfortable mix of quality residential neighborhoods with a wide variety of housing types, as well as commercial and light industrial uses, and convenient shopping and employment opportunities defined by an extensive open space system. The Heritage Town Center is both internally and externally linked by public bus transportation (park and ride) and a coordinated pedestrian and bicycle trail system. Over the previous 10 years, the Township has reversed the trend toward further sprawl by adopting policies to:

- Promote in-fill development and efficient use of existing infrastructure;
- Promote a well-designed town center as the focus of the Township's growth;
- Preserve environmentally sensitive wilderness resources;
- Maximize circulation and mobility options; and
- Maximize housing opportunities.

The Vision Statement also contains the following community design goals that are particularly applicable to the Town Center.

- Promote aesthetically pleasing human scale development that recognizes the character of traditional New Jersey Shore towns.
- Encourage traditional neighborhood elements such as sidewalks, alleys, front porches, public spaces, green spaces, street grids, street trees, and mixed uses that support pedestrian activity, human interaction, public safety, mass transit, and easy access to goods and services.
- Encourage commercial development and retrofitting that emphasizes quality architecture, shared access and parking, transit friendly facilities, pedestrian circulation, appropriate intensification of buildings, and extensive landscaping especially in parking areas; and avoids blank or windowless walls, oversized parking areas, light pollution, multiple and uncontrolled highway access points.

**DRAFT Manchester Heritage Town Center Redevelopment Plan****Section 4. Consistency with Manchester Township Master Plan**

In 2011, the Manchester Township Planning Board adopted a new Master Plan. The Land Use Plan Element included a Town Center District recommended for the area around the intersection of Colonial Drive and Route 37 where the Municipal Complex is on the north side of Route 37 and the high school is at the terminus of Colonial Drive on the south side of Route 37. At the time, the Heritage Minerals Site was designated for a Planned Retirement Community use based on the settlement referenced earlier in this Redevelopment Plan.

Reexamination Reports were prepared in 2014 and 2015 to address a number of emerging issues in the Township:

1. Consistency of the Manchester Master Plan with the Pinelands Comprehensive Management Plan, which required a number of amendments to the Manchester Zoning Map;
2. Clarification of ordinance definitions and provisions related to litigation involving the site plan approval of a Walmart;
3. Incorporation of a number of zoning amendments recommended by the Commercial Development Advisory Committee intended to stimulate economic development, especially along Route 37 and Route 70.

4. Recognition of the designation of Area In Need of Redevelopment and the formation of a Working Group to develop a redevelopment plan.

While the Reexamination Reports did not address the specifics of a redevelopment plan for the Heritage Minerals Site, the impetus for the initiation of the redevelopment planning process in the investigation and designation of the disturbed portion of the site was that the development of yet another retirement community of over 2,200 homes was not necessarily in the Township's best interests when the population of the Township was already dominated by such communities and there was a lack of convenient goods and services, as well as employment, in the Township. Because this Redevelopment Plan serves as a zoning overlay for the site, Hovsons could construct the age-restricted community pursuant to the underlying RC-2 zoning standards and the terms of the existing Settlement Agreement, should the Redevelopment Plan not be implemented for whatever reason.

It was the opportunity to create sufficient balance between a more diverse residential population and commercial development in a way that could be fiscally supported and sustainable that led to the decision by the Township to attempt to work collaboratively with the property owner (Hovsons, Inc.) to craft this Redevelopment Plan around the expansion of the existing Town Center District at Route 37 and Colonial Drive into the much larger Heritage Minerals Site Redevelopment Area, using the potential attraction of the northern lake as an attraction to anchor new mixed-use development.



Based on the above, this Redevelopment Plan is consistent with the Manchester Township Master Plan Addendum of 2016, which was adopted into the Master Plan on March 7, 2016.

Section 5. Redevelopment Plan

The following are the land use and development requirements for the Heritage Minerals Site Redevelopment Area in accordance with Section 7 of the Local Redevelopment and Housing Law (NJSA 40A:12A-7).

5.1 Definitions

Planned Unit Development (PUD) – shall mean an area of contiguous acreage of 10 acres or more to be developed as a single entity according to a plan, containing one or more residential clusters and one or more public, quasi-public, commercial or industrial areas. A PUD may be developed individually, or in phases of less than 10 acres in accordance with an approved concept plan for the entire PUD.

Redevelopment Area - The Area in Need of Redevelopment area, as defined in Section 1. Introduction of this Redevelopment Plan.

Land Bay – shall mean an area of contiguous acreage of 2 acres or more developed as a single entity.

Redevelopment Project – shall mean any work or undertaking pursuant to this redevelopment plan; such undertaking may include any buildings, land, including demolition, clearance or removal of buildings from land, equipment, facilities, or other real or personal properties

which are necessary, convenient, or desirable appurtenances, such as but not limited to streets, sewers, utilities, parks, site preparation, landscaping, and administrative, community, health, recreational, educational, and welfare facilities. For purposes of this Plan, an entire Planned Unit Development or Land Bay may be considered a redevelopment project, or, if developed in phases, may be broken down into several redevelopment projects.

All other terms used herein shall have the same meaning as defined in the Manchester Township Land Use Ordinance unless otherwise specified in this redevelopment plan.

5.2 Deviations from Plan

Variation from the requirements set forth in this redevelopment plan may be necessary in certain circumstances to achieve a desirable design objective or to meet state or federal permit requirements. In such an instance, the Planning Board, after referral to the Redevelopment Entity, for comment, may waive certain bulk, parking or design requirements. The Redevelopment Entity may consent to certain types of deviations from the Plan in the redevelopment agreement, in which case such deviations may be granted by the Planning Board without the need for prior referral to the Redevelopment Entity, if the designated redeveloper demonstrates that such deviation will not substantially affect the intent of the redevelopment plan, and will not present a substantial detriment to the public health, safety and welfare.

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

5.3 Redevelopment Area Framework Plan

The Redevelopment Area is envisioned as a mixture of residential and commercial uses and green space that will provide high quality housing opportunities and retail and service markets for both local and regional patrons while protecting sensitive natural resources. As illustrated in Map 2, the Town Center Framework Plan is designed to enable a mixture of complementary uses, attractive public spaces, strategically placed parking, and a safe and efficient circulation system, patterned after a traditional town environment.

The eastern and central portion of the Redevelopment Area would contain the more intense core with commercial and mixed-use buildings oriented against the larger of the two lakes and contributing to a lively main street environment. Commercial buildings will range from typical street-front shops, to stand-alone retail. Mixed-use buildings may be arranged with retail on street-level, residential or office above in two to four story buildings. A hotel, or other iconic structure may exceed four stories. A progression from four, three and two-story multifamily, town homes, duplexes (twins) to detached single-family units will provide a gradual transition from the Town Center Core to the more remote portions of the Redevelopment Area. Parking would be provided in well-landscaped surface lots wrapped by commercial or residential buildings.

The more remote sections of the Redevelopment Area may be developed as an active adult or age-targeted development, depending on real estate market conditions at the time the redevelopment agreement is executed. Non age-restricted higher

density development is also permitted for purposes of meeting affordable housing requirements. These lower density neighborhoods beyond the Town Center will be an easy walk for residents wishing to visit the shops and services in the Core. Housing types would include multifamily buildings, townhomes, duplex (twins) and single-family detached units with the lowest density housing abutting the preservation areas around the perimeter of the Redevelopment Area. The preservation areas would remain undisturbed to protect natural features except for wilderness management practices and possible enhancements to promote and sustain plant and wildlife habitat. In addition, the Town Center Core would be laced with open space and civic spaces to provide identity and ample recreation and gathering places.

The circulation pattern would be a modified grid to provide multiple options for accessing the various uses and districts by foot, bike or car. A boulevard road with a landscaped median would connect Route 37 and Route 70 through the Redevelopment Area as a principal connector road, but the internal roads would be designed primarily for local, low-speed traffic. Pedestrians and bicyclists could utilize the proposed bicycle and walking paths to connect the surrounding neighborhoods to the Town Center Core, as well as the passive natural trails throughout the open spaces.

An urban design Framework Plan has been developed that is illustrated in Map 2. Map 2 presents the optimal overall conceptual framework plan for the entire Town Center Redevelopment Area that illustrates the points made above.



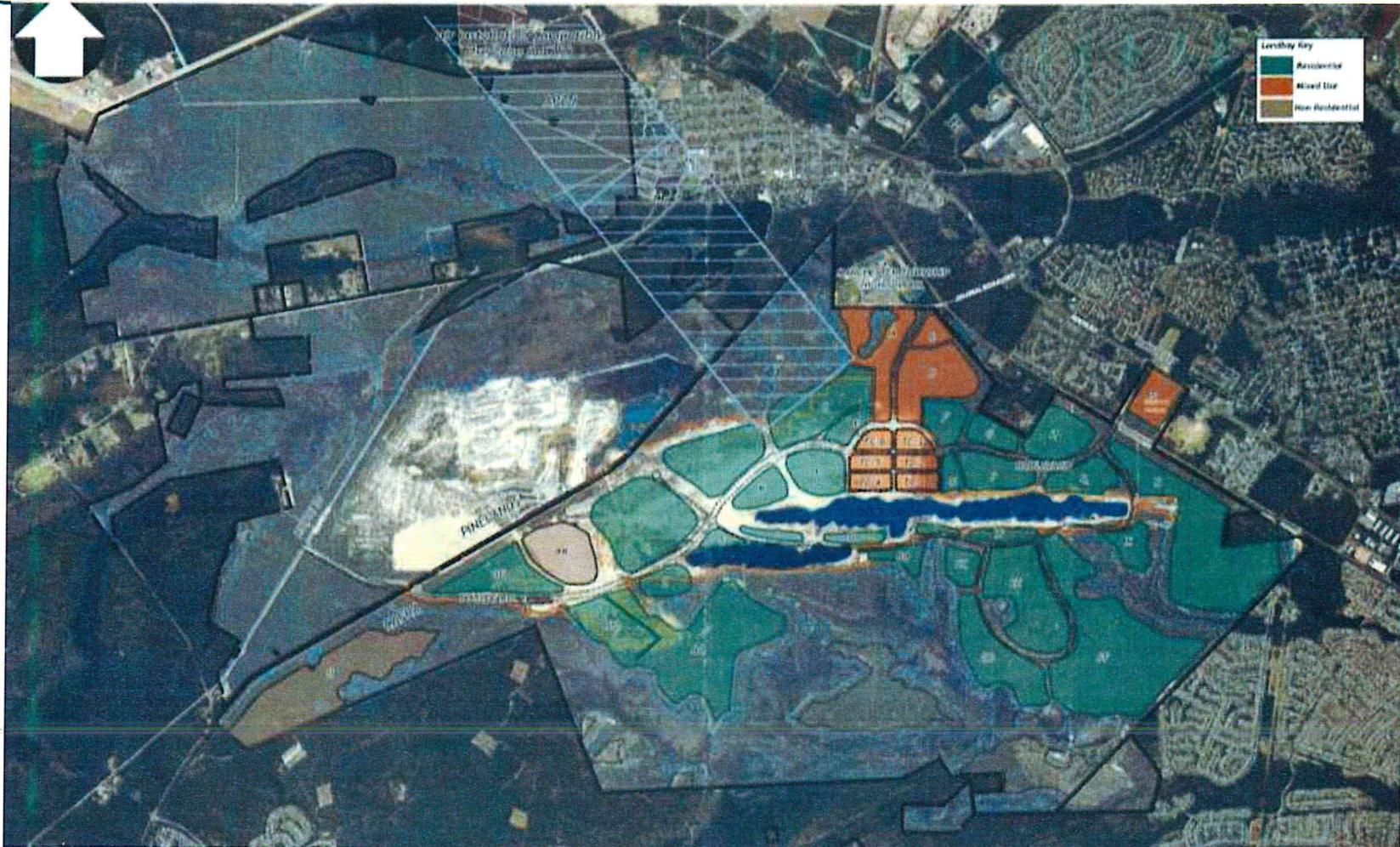
The long-term circulation problem addressed by the boulevard referenced above is the need for a roadway link between the Manchester High School and Municipal Building-Library Complex on the west side of the Township on Route 37 and the Whiting Section of the Township to the west, accessed from Route 70. This road of an estimated length of five miles is considered critically important for traffic circulation and emergency access and is one of the essential public benefits of this Redevelopment Plan..

As a result of the large size of the Redevelopment Area and the need to address environmental and traffic requirements, the Redevelopment Area is likely to be developed in phases over a period of many years. Each phase may consist of one or more Land Bays, as identified in the Framework Plan, with the specific Land Bays developed by one or more redevelopers consistent with an Overall Redevelopment Concept Plan. The Concept Plan is to be developed and attached to the Redevelopment Agreement. Each Land Bay shall consist of a minimum of 2 acres. Hovsons, or an affiliate entity of Hovsons, acting in its capacity of the designated "Master Redeveloper" of the entire Redevelopment Area, will prepare, or cause to be prepared, a more detailed site layout plan for the proposed Land Bay covering the relevant portion of the Overall Redevelopment Concept Plan. The site layout plan will demonstrate how the proposed Land Bay will incorporate applicable portions of the Overall Redevelopment Concept Plan and that the Land Bay has been designed to function both independently and as a component of the ultimate build-out of the entire Redevelopment Area. Overall consistency with the Overall Redevelopment Concept Plan will be determined by the Township Planning Board

through the review of one or more of such site layouts, as submitted by the Master Redeveloper or one of its authorized developer partners, as required by the Redevelopment Entity. The Redevelopment Agreement must be executed prior to the filing of a formal application to the Planning Board for site plan approval.

Although the Redevelopment Area may be constructed in phases and the phases further broken down into Land Bays, the first phase must include a portion of the Town Center Core and the central boulevard connecting the existing Heritage Minerals access road from Route 70 through the Town Center Core to Route 37. Each phase will include an appropriate and functional share of the proposed streets and circulation system, lighting, landscaping and outdoor spaces, screening and other site and architectural amenities of the entire project. Each phase will provide for future pedestrian and vehicular linkages to adjoining sections of the Town Center. The extent of these improvements, including the necessity for off-site improvements extending beyond the subject Land Bay, will be determined for each phase of a specific project in the Redeveloper Agreement and may not be based solely upon a proportional or equal share of the entire Town Center.

The need for and location of public uses such as emergency services, libraries, schools, and utilities will be identified during the review of each phase.



Map 2: Redevelopment Area Framework Plan



5.4 Redevelopment Activities

The major activities planned for the Redevelopment Area include:

- Re-grading and land-sculpting of the existing disturbed areas of the Redevelopment Area for the construction of residential, commercial and recreational uses.
- Stabilization, restoration and enhancement of open space wilderness areas for passive recreation and wildlife habitat.
- Utility and infrastructure installations necessary to support the redevelopment plan.
- Mitigation of existing contamination to acceptable levels for intended end use per NJDEP regulations and requirements of a Local Site Remediation Professional (LSRP).

5.5 Land Use Requirements

The Redevelopment Area Framework Plan illustrates three (3) general development areas:

- i. **Residential Uses** include all uses that might be found in Land Bays with the following building types:
 - a. Heritage Multi-family
 - b. Heritage Townhome 1
 - c. Heritage Townhome 2
 - d. Heritage Single-family 5
 - e. Heritage Single-family 8

- f. Heritage Single-family 10
- ii. **Mixed Uses** include all uses that can be found in Land Bays with the following building types:
 - a. Heritage Town Center Mixed-Use
 - b. Heritage Town Center Multi-family
 - c. Heritage Town Center Village
 - d. Heritage Highway Commercial
- iii. **Non-Residential Uses** include all uses that can be found in Land Bays with the following building types:
 - a. Heritage Light Industrial
 - b. Heritage Neighborhood Commercial/Recreation

5.5.1 Permitted Uses

The list of permitted uses in the Redevelopment Area is provided below. Use types shall be located and mixed in accordance with the framework plan illustrated in Map 2 of this redevelopment plan. All uses are subject to the requirements of the Town Center Redevelopment Plan Design Standards, Manchester Township Land Use and Zoning Ordinance or as otherwise stated in this plan. Uses permitted by specific provision of the Municipal Land Use Law shall also be permitted in the Redevelopment Area.

Should a use be proposed for the Town Center which is not specifically listed under the "Permitted Uses" but is compatible with the other Town Center uses and is a regionally accepted Town Center use that was not recognized as a Town Center use at the time of the Redevelopment Plan approval, may be deemed by the Redevelopment Entity to be a permitted use although

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

not specifically listed as such. The Redevelopment Entity may create and delegate this authority to a "Technical Advisory Council", pursuant to NJSA 40A:12A-42 (Local Redevelopment and Housing Law). Such an Advisory Council could include a member of the Planning Board, governing body, the Township Planner and the Zoning Officer.

Mixed-Uses

- I. Land Use Requirements
 - a. Permitted **Residential Uses**
 1. **HMF** – Heritage Multi-family Land Bay
 - i. Multifamily Dwellings
 2. **HT 1** – Heritage Townhome 1 Land Bay
 - i. Townhomes
 - ii. Twin homes
 3. **HT 2** – Heritage Townhome 2 Land Bay
 - i. Townhomes
 - ii. Twin homes
 4. **HSF 5** – Heritage Single-family 5 Land Bay
 - i. Single-family detached homes
 5. **HSF 8** – Heritage Single-family 8 Land Bay
 - i. Single-family detached homes
 6. **HSF 10** – Heritage Single-family 10 Land Bay
 - ii. Single-family detached homes
 - b. Permitted **Mixed-Uses**

1. **HTC MU** - Town Center mixed-use Land Bay
 - i. Grocer
 - ii. Pharmacy
 - iii. Restaurant
 - iv. Tavern/night club/brew pub (entertainment)
 - v. Liquor store
 - vi. Hotel, Bed and Breakfast Inn
 - vii. Infill-general retail
 - viii. Civic uses
 - ix. City Market
 - x. Apartments/condominiums above retail
 - xi. Higher education, college campus, schools
 - xii. Professional offices
 - xiii. Medical offices
 - xiv. Entertainment center, movie theatre (full screen multiplex or seasonal outdoor)
 - xv. Boardwalk/arcade
 - xvi. Gym/Fitness Center
 - xvii. Wellness Center
 - xviii. Hospital
 - xix. Nursing Home and subacute care
 - xx. Aquatic center
 - xxi. Bicycle/Kayak rental
 - xxii. Farmer's market
 - xxiii. Real Estate office, New Homes Sales Center
 - xxiv. Park and Ride Bus Terminal
 - xxv. Schools



- xxvi. Indoor and outdoor sports and recreation facilities
- 2. **HTC MF** - Town Center Multi-family Land Bay
 - i. Apartments
 - ii. Condominiums
 - iii. Affordable housing
- 3. **HTC V** - Town Center Village Land Bay
 - i. Townhomes
 - ii. Twin homes
 - iii. Single-family detached homes
- 4. **HHC** – Heritage Highway Commercial Land Bay
 - i. Child and adult day care services
 - ii. museums and art galleries
 - iii. utilities
 - iv. agricultural production
 - v. forestry
 - vi. general merchandise stores
 - vii. food stores
 - viii. auto and home supply stores
 - ix. gasoline service stations with a convenience store (on properties with frontage on Route 37 or Route 70 only)
 - x. boat dealers
 - xi. recreation vehicle dealers
 - xii. motorcycle dealers
 - xiii. apparel and accessory stores
 - xiv. home furniture, furnishing and equipment stores
 - xv. eating places
 - xvi. drinking places (with liquor license)
 - xvii. shopping center
 - xviii. shopping plaza
 - xix. banks
 - xx. insurance offices
 - xxi. real estate offices
 - xxii. veterinary services
 - xxiii. hotel
 - xxiv. dry cleaners
 - xxv. photographic studios
 - xxvi. beauty/barber shops
 - xxvii. shoe repair shops
 - xxviii. funeral services
 - xxix. business services
 - xxx. equipment rental and leasing
 - xxxi. security system services
 - xxxii. automotive rental and leasing
 - xxxiii. body shops

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

- xxxiv. car washes
 - xxxv. misc. repair services
 - xxxvi. motion picture theatres
 - xxxvii. dance studios and schools
 - xxxviii. bowling centers
 - xxxix. physical fitness facilities
 - xl. medical offices
 - xli. nursing homes
 - xlii. hospitals
 - xlili. home health care services
 - xliv. professional offices
 - xlv. research, development and testing services
- c. Permitted **Non-Residential Uses**
- 1. **HLI** – Heritage Light Industrial Land Bay
 - i. Agricultural production
 - ii. Forestry
 - iii. Self-storage
 - iv. Warehousing and distribution
 - v. Manufacturing
 - vi. General Contractors
 - vii. Wholesale trade and distribution
 - viii. automotive repair shops
 - ix. body shops
 - x. job training and vocational rehabilitation services
 - 2. **NC/R** - Neighborhood Commercial/Recreation Land Bay
 - i. Sports, recreation and entertainment uses/activities
 - ii. Child and adult day care services
 - iii. general merchandise stores
 - iv. food stores
 - v. gasoline service station with a convenience store
 - vi. apparel and accessory stores
 - vii. eating places
 - viii. drinking places (with liquor license)
 - ix. shopping center
 - x. shopping plaza
 - xi. banks
 - xii. insurance offices
 - xiii. real estate offices
 - xiv. veterinary services
 - xv. dry cleaners
 - xvi. photographic studios
 - xvii. beauty/barber shops



- xviii. shoe repair shops
- xix. funeral services
- xx. business services
- xxi. car washes
- xxii. dance studios and schools
- xxiii. home health care services
- xxiv. professional offices
- xxv. research, development and testing services

1. Infill Retail shall include but not be limited to business and instructional schools and studios, including trade schools, martial arts and visual, performing arts, art galleries and museums.
2. Schools shall include all Academic Facilities, including Continuing Education.
3. Entertainment uses shall include but not be limited to bowling alleys, ice skating rinks, community swimming pools, theaters, including motion pictures and stage plays, but excluding any adult entertainment venues.

5.5.2 General Land Use Requirements for All Districts

Food and Lodging Establishments

1. Restaurants shall include but not be limited to establishments serving food and beverage to the general public such as a restaurant, café, delicatessen, tavern, retail baker, confectionery or ice cream/ice shops with or without outdoor dining and walk-up windows.
2. Hotel shall include but not be limited to Bed and Breakfast Inns and Extended Stay establishments provided they are not used as single room occupancies, transient or residential hotels, or boarding houses that allow occupancy for more than 45 days.

Miscellaneous Non-Residential Uses

Fraternal/Civic/Recreation

1. Civic Uses shall include but not be limited to non-profit clubs and lodge halls for civic and fraternal organizations, as well as non-profit philanthropic and religious uses.
2. Recreation uses shall include but not be limited to executive golf courses, driving range, parks, dog parks, skating rinks, ballfields, tennis/basketball courts, etc.
3. Government administration uses include but not be limited to post office, public schools, community center, public library, offices for public utilities, and police, EMS and fire substations are permitted in all subdistricts.
4. Public and private parks include but not be limited to plazas, squares, courtyards, urban gardens, water features, and public recreation areas with ancillary facilities such as information kiosks,

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

restrooms, vending areas, and environmental/interpretive centers are permitted in all subdistricts.

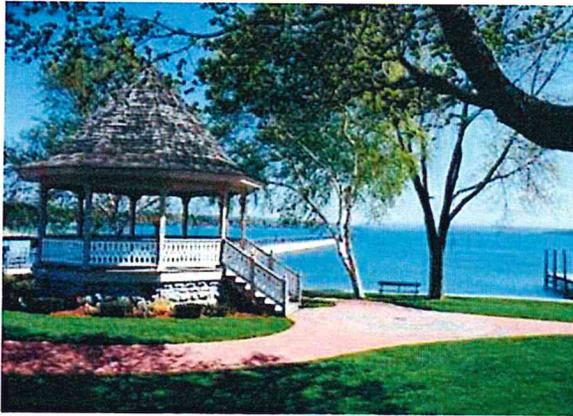


Figure 2: Parks and public spaces are to be located in appropriate locations within the Town Center, including at one or both of the two lakes, such as the lakefront park shown here.

5. Open space wilderness areas such as forests, wetlands and habitat refuge areas are permitted anywhere in the Redevelopment Area.

Preservation District

The only uses permitted in the Redevelopment Area designated for preservation on the Framework Plan are those that do not result in the erection of any structure, except those structures required for mitigation or environmental enhancement, or that alter the ground surface configuration by the addition of fill, dredging or draining. Such uses include but not be limited to:

1. Forestry and tree thinning only as required to restore or enhance wildlife habitat and using best management practices to protect wetlands from damage from soil erosion, or as required to maintain farmland tax assessment.
2. Drainage ways, streams, creeks or other paths of normal runoff.
3. Wildlife refuge preservation and enhancement.
4. Nature trails.
5. Access ways if essential to the preservation and enhancement of the preservation land and consistent with NJDEP regulations.
6. Utility rights of way or easements including power lines and pipelines which are constructed using best management practices and only if there is no practicable alternative location.
7. Or other uses dictated by the NJDEP or Township as a requirement under any amended Settlement Agreements.

Any structure, activity or improvement proposed in the Preservation District shall be regulated by the Freshwater Wetlands Protection Act, N.J.S.A. 13:9B; the Coastal Area Facility Review Act (CAFRA), N.J.S.A. 13:19-1; and the Flood Hazard Area Control Act, N.J.S.A. 58:16A-50, and any subsequent revision or consolidation of said Acts and that are not currently considered farmland.

A property owner proposing to conduct any regulated activity within the Preservation District shall first obtain a General Permit or Individual Permit; a Stream



Encroachment Permit or a CAFRA Permit from The New Jersey Department of Environmental Protection and provide proper evidence of this effect to the Planning Board.

5.5.3 Conditional Uses

Wireless telecommunication towers and facilities are permitted as a conditional use in any of the non-residential land bays in accordance with §245-76D of the Manchester Land Development Ordinance. For purposes of this Redevelopment Plan, however, the boundary of the land bay in which the wireless communication tower is located shall be used as the boundary for purposes of measuring setbacks for the siting of a wireless communication tower.

5.5.4 Permitted Temporary Uses

Temporary uses in the Redevelopment Area are subject to the Manchester Township General Code or as otherwise provided for by the Township Council on a case by case basis. Temporary uses include but are not limited to:

1. Street vendors in HTC-MU and NC/R Land Bays.
2. Farmer's markets in HTC-MU and NC/R Land Bays.
3. Seasonal outdoor retail sales in HTC-MU, HHC and NC/R Land Bays.
4. Outdoor art and craft shows, antique shows, flea markets, or group activities, within parking areas in HTC-MU and NC/R Land Bays.
5. Circuses, carnivals, or similar amusement enterprises in HTC-MU, HHC and NC/R Land Bays.

6. Outdoor entertainment such as music, concerts and performing groups in HTC-MU and NC/R Land Bays.
7. Outdoor dining
8. Community sponsored events.
9. Temporary Signage.

5.5.5 Permitted Accessory Uses

Accessory uses and structures are permitted that are customarily incidental and subordinate to, and located on the same lot as a principal permitted use. Accessory uses include but are not limited to:

1. Playgrounds.
2. Tennis courts.
3. Club house.
4. Swimming pools.
5. Detached garages.
6. Storage and maintenance sheds, no larger than 100 square feet.
7. Greenhouses and other horticultural structures for private/non-commercial purposes.
8. Patios, freestanding decks, gazebos, and other similar recreational or ornamental buildings or structures.
9. Common open space, social and recreational facilities.
10. Parking lots and structures.
11. Outdoor dining for restaurants within commercial areas.

5.5.6 Prohibited Uses

Prohibited uses include but are not limited to the following:

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

1. Automobile or other vehicle sales and service, or repair establishments, including vehicle body repair, vehicle painting or washing.
2. Sexually oriented businesses and services.
3. Commercial advertising billboard signs.
4. Check cashing business.
5. Massage Parlors except for therapeutic massage done in a physical therapy or fitness center.
6. Sale of firearms.
7. Tattoo Parlors.
8. Single room occupancies, transient or residential hotels and boarding houses of any type.
9. Wholesale vending and distribution establishments.

In addition, the following uses are specifically prohibited in the preservation district:

1. Any use which utilizes, stores, processes, or disposes of toxic substances which may pose a threat to surface or ground water quality is prohibited. This shall in no way prohibit the use of ordinary household cleaners or chemicals used in the normal course of business.
2. Underground fuel storage tanks (except as permitted as an ancillary use by State law).

5.6 Design Standards

The following design standards will be applied to all development in the Town Center Redevelopment Area. Any elements not covered by these standards will be

subject to other appropriate provisions of this redevelopment plan and/or the Manchester Township Land Development Ordinance. All redevelopment activities are also subject to applicable State and Federal requirements.

Full build-out of the Redevelopment Area could take many years over multiple phases. The standards presented here are meant to provide some degree of flexibility to account for market and regulatory fluctuations, and unanticipated geophysical issues, while ensuring that the goals and objectives of the redevelopment plan are achieved. To ensure conformance with the Overall Redevelopment Concept Plan, the Master Redeveloper or their approved developer partner must prepare a more detailed version of the concept plan as it pertains to the subject redevelopment parcel or Land Bay. The redeveloper shall demonstrate how the applicable portions of the Overall Redevelopment Concept Plan will be incorporated into the Land Bay. The redeveloper/developer's more detailed concept plan must be approved by the Township Redevelopment Entity prior to the redeveloper making formal application to the Planning Board unless such provision is waived by the Redevelopment Entity in the redevelopment agreement.

5.6.1 Maximum Impervious Coverage

Total overall development of the designated Area In Need of Redevelopment (Redevelopment Area) shall have a maximum impervious coverage of 30%. Individual



redevelopment projects will likely significantly exceed 30% impervious coverage in the Town Center Core area, but sufficient open space and lower density development in the Land Bays beyond the Town Center will balance the impervious coverage so that the build-out of the entire Town Center Redevelopment Area will not exceed 30% impervious coverage. As the 30% maximum impervious coverage limitation is a standard imposed by the NJDEP when a CAFRA permit is required for specified land development projects, the manner in which it is addressed during the build-out of the Redevelopment Plan is expected to be determined by their review. The Township Planning Board will have the ability to monitor the impervious coverage as each phase, Land Bay or project comes through the site plan review process.

5.6.2 Open Space

As illustrated in the Redevelopment Area Framework Plan (Map 2, the entire Redevelopment Area is contained within a much larger parcel where at least 5,000 acres would be permanently preserved and enhanced as a natural reserve, subject to approval and oversight by either the NJDEP or the NJ Pinelands Commission. Access to and through this open space with linkages to the various Land Bays in the Town Center will be required to be shown in the concept plan that is attached to the redevelopment agreement or approved

by the Redevelopment Entity prior to submission of site plan applications to the Planning Board.

The Redevelopment Entity may allow for credit towards the pervious areas, with the details to be addressed in the Redevelopment Agreement.

5.6.3 Bulk Requirements

Development in the Town Center shall conform to the bulk standards provided in Schedule A on the following page.



Schedule A-Bulk Standards

Land Use Category	Building Type	Min. Lot Size	Lot Frontage	Lot Width	Lot Depth	Setbacks	Acc. Setback	Height	Impervious cover	Other
						Front/Side/Rear	rear/side	Floors/Feet	max.	Requirements DENSITY
mixed use										
HTC MU	Mixed-Use with Ground Floor Retail	No min	-	-	-	0' min-10' max / 0' min./ 20' min	-	5 / 60' max – Office; 4 / 55' – Resid. 6/ 75' - Hotel	80%	18 du/ac
HTC MF	Town Center Multi-Family	no min.	100' min.	100' min.	100'min	0' min-10' max / 20' min/ 20' min	-	4/60'	80%	18 du/ac
HTC V	Single-Family Detached-village	10,000 sf	45'min	50'min	100'min	15' min-25' max / 5' min-15' aggregate / 20' min	5/5 ²	2.5 / 36' max	80%	n/a
	Townhome-village	900 sf	16' min	16' min	55' min	0' min-15'max / 0' min /8' min-alley	-	3/45' max-conv. 4 / 55' max-stacked	95%	16
HHC	Highway Commercial	10 acres	200' min.	200' min.	200' min.	100' min/ 75' min/75' min	-	40' max.	75%	n/a
residential										
H MF	Garden Apartment Multi-Family	no min.	100' min.	100' min.	100'min	0' min-10' max / 20' min/ 20' min	-	4/60'	75%	18 ¹ du/ac
HT 1	Townhome-sm	900 sf	16' min	16' min	55' min/alley 80' min/front loaded	0' min-15'max-alley / 0' min /8' min-alley 20' min-other	5/5 ²	3 / 45' max	85%	16 du/ac
HT 2	Townhome-lg	2,400 sf	16' min	16' min	100' min	0' min-15'max / 0' min / 20' min	5/5 ²	3 / 45' max	80%	10 du/ac
HSF-5	Single-Family Detached-Villas	5,000 sf	45'min	50'min	100'min	20' min / 5' min- 10' aggregate / 20' min	5/5 ²	2.5 / 36' max	70%	n/a
HSF-8	Single-Family Detached-Med Density	8,000 sf	50'min	55'min	100'min	20' min / 5' min- 15' aggregate / 20' min	5/5 ²	2.5 / 36' max	70%	n/a
HSF-10	Single-Family Detached-Low Density	10,000 sf	60'min	65'min	120'min	25' min / 5' min- 15' aggregate / 25' min	5/10 ²	2.5 / 36' max	70%	n/a
non-residential										
HLI	Light Industrial	3 acres	200' min.	200' min.	200' min.	50' min/ 50' min/50' min	-	50'/80' w/automated storage	75%	n/a
HNCR	Neighborhood Commercial/Recreation	1 acre	150' min.	150' min.	150' min.	50' min/ 20' min/25' min	-	35'	75%	n/a

1- 24 du/acre shall be permitted on a single land bay no larger than 12 acres in area near the western edge of the existing lakes
 2- No footprint of a detached accessory structures shall exceed 50% of the primary structure and shall be no taller than 16' high at the ridge



loaded garages and will architecture will resemble typical suburban design forms.

5.6.4 Building and Site Design

A. Building Form & Orientation

This section illustrates the form and orientation of "typical" building types that are envisioned for the Town Center. The Town Center Core will maintain a separate Form and Orientation from non-Town Center Core dwellings and structures.

Single-Family Detached-Town Center Core

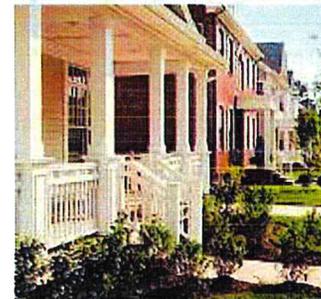
Single-family housing forms, located as shown on the Town Center Core, are to be oriented on minimum lots as shown on Schedule A on the preceding page. The Concept Plan shows a neo-traditional street plan that creates blocks and lots that range from 40 to 70 feet in lot width with a minimum lot depth of 100 feet. Single-family homes require a minimum of 1.5 stories and a maximum of 3 stories and all homes are required to include front porches or porticos. Porches or porticos are to define the entrance and may be located within the front yard provided they are open on three sides except for safety railings.

Single-Family Detached- Neighborhoods Beyond the Town Center

Single-family housing forms located throughout the surrounding neighborhoods will vary in lot size due to defined lot widths and sizes to suit the desired variety of housing needs. These dwellings may contain front or side-

Townhome-Town Center Core

Townhomes will be arranged to face the street. Roofs should be either gable or hip; dormers are encouraged. Each townhome will have a porch or portico defining the entry, which may be located within the required front yard. Decks may be located within the required rear yard.





DRAFT Manchester Heritage Town Center Redevelopment Plan

Townhome- Neighborhoods Beyond the Town Center

Townhome housing forms located throughout the surrounding neighborhoods will vary in lot size due to defined lot widths and sizes to suit the desired variety of housing needs. Townhomes may contain 2' front yard offsets to stagger the front yard setbacks. These dwellings may contain front or side-loaded garages and architecture will resemble typical suburban design forms.



Multi-Family – Surrounding Neighborhoods

Multi-Family development throughout the surrounding neighborhoods would resemble traditional garden apartments with parking in close proximity to the buildings.



Multi-Family-Town Center Core

Multi-family development, where permitted on the Town Center Core, will follow a building form that keeps the building close to the public sidewalk with breaks in the front facades and a variety of architectural styles as illustrated in the photo below. Building height will be limited to three and one half stories.



Live/Work

Live/Work building types include living quarters with attached work space, whether shared in common with other dwelling units as a "limited common element" of a condominium (also known as "co-housing"), or used exclusively by the occupant of the dwelling unit. Such attached work space may include a kitchen and recreational space to facilitate live-work activities, but shall not constitute a separate dwelling unit. The form of these buildings will be a maximum of three stories and they shall be oriented close to the public sidewalk.



Office

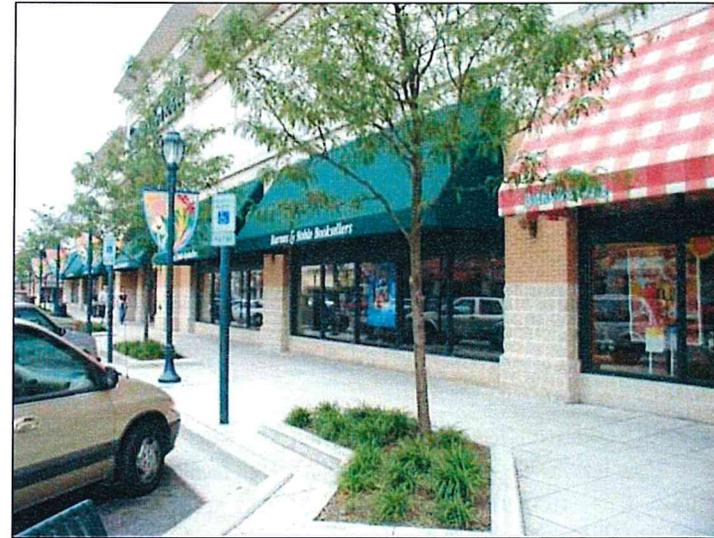
To the extent that the market enables a mix of office space within the Town Center, the Concept Plan provides for the integration of offices either as a stand-alone building or mixed with street-level retail as shown in the image below. The building form would be on par with the mixed-use buildings within the Town Center in terms of height, setback from the public sidewalk, and architectural styling.





Retail

Stand-alone retail buildings shall be designed so that front facades have architectural breaks resembling individual storefronts. Building heights will range from 1 to 2 stories. Street level facades must contain storefront windows covering at least 50% of the surface area.





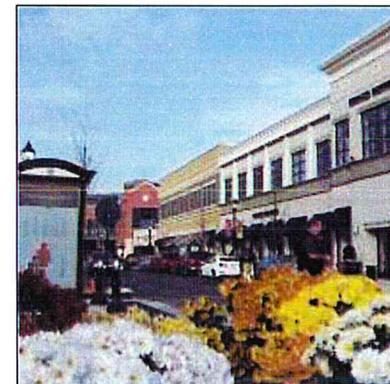
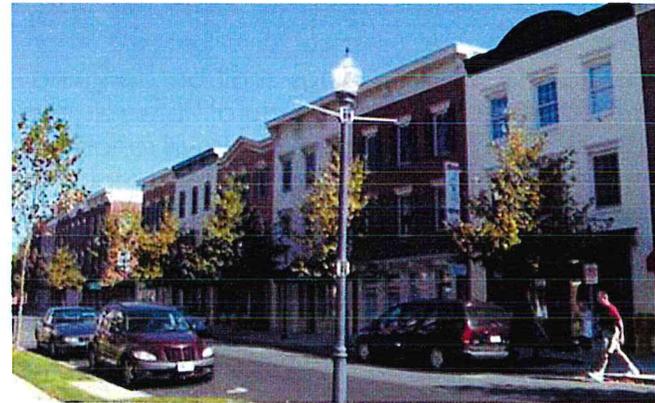
Mixed-Use Retail/Office

Mixed-use buildings will be built to the right-of-way lines to establish a traditional Main Street streetwall. In a multi-tenant building, each shop will have its own shopfront. The shopfronts may either have identical designs to reinforce the building design or varied designs to express the different businesses. A shop front could be separated from the roofline or a second floor by a horizontal architectural element such as a sash, cornice, frieze, molding, etc.

First floor facades shall have large, clear storefront glass areas (50 to 70% of the street-facing building facade) to display the nature of the business and produce an interesting streetscape. Storefront windows may be either typical large, single pane or multiple smaller panes separated by mullions.

All buildings are required to have entrances accessed directly from a sidewalk or plaza. Upper floors are to be provided with separate exterior entrances unless a large common lobby or atrium is provided.

Sidewalks should extend from the building façade to the curb (with appropriate accommodations for street trees) for the purpose of facilitating pedestrian movement and creating opportunities for outdoor eating and shopping areas, and street furniture.





Mixed-Use Multi-Family

Buildings with street-level retail and residential apartments on the upper floors shall use a variety of design techniques to differentiate the retail and residential elements of the building, including the use of sash and frieze elements between the street level and upper levels. Buildings with multifamily above retail should be oriented towards public open spaces whenever possible.



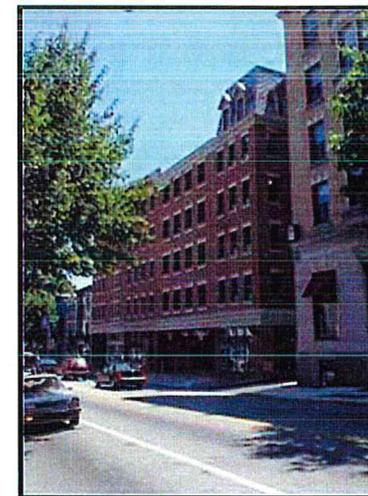
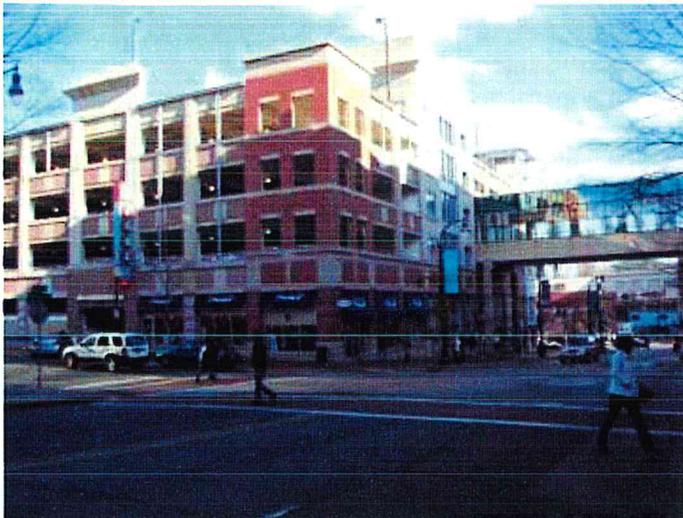


Parking Structure

It is recognized in this Plan that the use of parking structures, while desirable to conserve land, reduce heat island effects, reduce stormwater runoff and reduce walking distances, may not be economically feasible, at least in the early phases of the Town Center redevelopment. However, if and when structured parking becomes economically feasible and required by the Redevelopment Entity, it must be architecturally integrated into the principal commercial buildings or lined with commercial or residential structures in the same manner described for regional retail buildings. Structured parking shall be designed to provide architectural interest and soften the appearance of large concrete facades. Upper floors must be screened with landscaping, walls, architectural elements or other decorative features.



The parking structure shown above that replaces a former surface parking lot in Princeton NJ is lined with a mixed-use building facing a public park that is also flanked by the new Public Library. The deck also has street-level retail to mask its street façade like the structures pictured below left and below right.





DRAFT Manchester Heritage Town Center Redevelopment Plan

Large Format Retail/Highway Commercial

All buildings shall be of high-quality architectural design with all building street elevations being attractively finished with varied building materials that may include front facades of brick or stone or have prominent brick sashes or banding.



Neighborhood Commercial/Recreation

All buildings shall be of high-quality architectural design with all building street elevations being attractively finished with varied building materials that may include front facades of brick or stone or have prominent brick sashes or banding.

Light Industrial

All buildings shall be suitable for general industrial purposes.





B. General Requirements

Appropriate design features will be incorporated to accommodate potential bus or shuttle service at appropriate locations, either within each Planned Development or at a central location in the Town Center Core, subject to a final Concept Plan that is approved by the Redevelopment Entity as part of one or more redevelopment agreements. Features may include such elements as shelters, street furniture, information kiosks and pull-off lanes located within reasonable proximity to major uses. The Redevelopment Entity will take any necessary actions with agencies providing public transportation to encourage the routing of buses through the Town Center.

Public rights-of-way will be designed to meet all applicable local, state and federal standards. Final determination as to the acceptance of streets within the Redevelopment Area by the Township as public streets shall be addressed in the redevelopment agreement. All pedestrian crossings will utilize materials and colors to readily distinguish vehicular from pedestrian travel ways. All streets, public or private, fronted by buildings with primary access points should be planted with street trees at an average spacing of 50 feet consistent with the project's overall landscaping and open space goals. Light foliated trees are encouraged in front of commercial uses to increase visibility of signage.

All rooftop mechanical equipment and other appurtenances visible from 6 feet above grade within 100 feet of the building shall be concealed by or integrated within the roof form and screened from the

view of all adjoining properties and building floors or nearby streets. The following, when above the roofline, requires screening: stair wells, elevator shafts, air conditioning units, large vents, heat pumps, and mechanical equipment

All wall-mounted mechanical, electrical, communication, and service equipment, including satellite dishes and vent pipes, shall be screened from public view by parapets, walls, fences, architectural grills, landscaping, or other approved measures.

Solid security gates or solid roll-down metal windows shall not be permitted. Link or grill-type security devices shall be permitted only if installed from the inside, within the window or door frame. Security grills shall be recessed or concealed during normal business hours.

Front yard fences shall be permitted at a height not to exceed three feet and shall be less than 60% solid.

Standards established in the Redevelopment Plan override the Manchester Township Design Standards.

5.6.5 Landscaping

Any portion of the Redevelopment Area that is not being utilized for buildings or parking will be devoted to public plazas and green space. These areas will be designed to provide:

- Amenities for the residents, employees, shoppers and visitors to the Town Center.
- A lively human-scale street environment.

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

- Protection for environmentally sensitive resources.
- Mitigation of "heat island" effects.
- A workable pedestrian and bicycle circulation system.
- Appropriate visual and noise buffers.
- A soft transition between higher and lower intensity uses.

Buffers between residential and non-residential uses shall be a minimum of 30' wide, except for mixed-uses where no buffer will be required. Buffers between residential uses and the Boulevard for neighborhoods outside of the Town Center Core will be 25' wide..

5.6.6 Exterior and Street Lighting

General

All lighting shall be decorative and blend with the architectural style of the Town Center. All exterior lighting shall be designed to prevent glare onto adjacent properties. Pedestrian pathways need to be clearly marked and well lit. Lighting should be sufficient for security and identification without allowing light to trespass onto adjacent sites. Use of "pulse start" metal halide or color-corrected sodium light sources is encouraged. Non-color corrected low-pressure sodium are prohibited. High-efficiency lighting such as LED lighting and solar powered lighting are encouraged where appropriate and wherever fixtures are commercially available. LED and solar lighting may be used in applications such as: pedestrian bollards, signage, accent lighting, walkway lighting, and small scaled site lighting where applicable. All new emerging

lighting technologies proposed for use in a PUD within the Town Center Redevelopment Area must be supported by IES photometry and isolux data for modeling of proposed illumination and uses.

Light fixtures attached to the exterior of a building shall be architecturally compatible with the style, materials, colors, and details of the building and shall comply with the Township building codes. The type of light source used on the exterior of buildings, signs, parking areas, pedestrian walkways, and other areas of a site, and the light quality produced, shall be the same or compatible. Facades shall be lit from the exterior, and, as a general rule, lights should be concealed through shielding or recessed behind architectural features. The use of low-pressure sodium, fluorescent, or mercury vapor lighting, either attached to buildings or to light the exterior of buildings, shall be prohibited. Mounting brackets and associated hardware should be inconspicuous.

Porch light and yard post lighting is encouraged to augment street lighting design. Residential garages facing alleys shall be provided with elevated lighting on the garage facade facing the lane or a post lamp.

Spacing and Heights

Decorative lampposts, not greater than 12 feet in height, shall be provided at regular intervals along all commercial or mixed-use streets, on street parking areas, sidewalks, walkways, courtyards, community greens, and interior open spaces in the Town Center Core of the Redevelopment Area. Posts in commercial mixed-use



streets shall be spaced at no greater than 60 feet on center. Lighting in surrounding neighborhoods should be located at the intersections and corners. Lighting fixtures shall retain a consistent theme throughout the Town Center Core.

In parking lots, post heights may be extended to a maximum of 30 feet.

5.6.7 Signage – General Standards

The redeveloper will be required to submit a comprehensive signage and graphics plan for review and approval of the Redevelopment Entity and the approved signage and graphics plan will become part of the Redevelopment Agreement. It will apply to all signs in the Redevelopment Area.

5.6.8 Overall Residential Density

The total residential buildout for the Redevelopment Area shall not exceed 6,543 residential units. The Plan recognizes that the residential density in individual Land Bays will be dependent on the nature of the development within each Land Bay, with it being anticipated that the highest residential density will be concentrated in the Town Center Core with decreasing density from the Town Center Core to areas more remote from the Town Center Core within the Redevelopment Area. The residential density for each phase and/or Land Bay of the Redevelopment Area that the Plan permits residential uses will be the covered in one or

more redevelopment agreements which shall include detail on the proposed type and mix of residential units for each phase and/or Land Bay and a mechanism for counting the overall residential density of the Redevelopment Area to ensure that the total residential buildout does not exceed the total maximum permitted of 6,543 residential units.

5.7 Parking and Loading

5.7.1 Parking Facilities

Parking Structures

To the extent necessary, commercial parking may be provided for in parking structures that are architecturally integrated into the principal commercial buildings or lined with commercial or residential structures. Structured parking shall be designed to provide architectural interest and soften the appearance of large concrete facades. Upper floors of all parking garages shall provide a visual screen of vehicles from all rights-of-way, public open spaces and residential uses. Screening shall include landscaping, walls, architectural elements or other decorative features. (See Section 3.6.4.A. for additional requirements.)

Surface Parking

Whenever possible, surface parking should be located to the side or rear of the building. Parking lot layout, landscaping, buffering, and screening shall be provided to minimize direct views of parked vehicles from

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

streets and sidewalks, avoid spillover light, glare, noise, or exhaust fumes onto adjacent properties, and provide the parking area with a reasonable measure of shade, when trees reach maturity.

All off-street parking lots shall be set back a minimum 15 feet from a right-of-way. Parking lots adjacent to street rights-of-way, excluding internal roads or driveways within easements that are not accepted by the Township as a public street, shall be screened with either a landscaped buffer or a solid wall architecturally integrated into the overall site development. Screening shall consist of a minimum three-foot high, year-round visually impervious screen, or hedge, or a three foot high wall. The height of any required screen, hedge or wall shall decrease where driveways approach sidewalks or walkways, in order to provide adequate visibility of pedestrians from motor vehicles, and shall not interfere with clear sight triangle requirements.

Surface lots shall be extensively landscaped or designed with a combination of interior and perimeter landscape treatments that mitigate against the adverse visual impact, heat island effect and the generation of stormwater runoff. Tree islands are recommended at the ends of each aisle and interspersed within aisles to provide visual relief from long expanses of parking and to guide circulation. All commercial parking areas shall be broken up into sections separated by landscaped islands wide enough to incorporate a pedestrian walkway flanked by five foot minimum planting strips to support medium sized shade trees or ornamental trees. The pedestrian walkways shall be designed into the overall

pedestrian and bicycle circulation system within the Town Center

All surface parking lots of 20 spaces or more shall be designed with planting islands to facilitate vehicular circulation and sized to support shade trees, with a caliper of 2.5 inches minimum

Shared Access

Shared access drives shall be required, except where shared access is not available and no alternative point of access exists. Parking areas shall be interconnected by cross-access drives, and constructed in a manner that creates one fluid parking area for adjoining properties.

Wherever possible and practical, each lot within the Town Center Core shall provide cross-access easements for its parking areas and access driveways guaranteeing access to adjacent lots. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow. In the event that a lot develops prior to the development of an adjacent lot(s), provisions for cross-access drives shall be established through cross-access easements, which shall not be utilized as parking spaces.

Pedestrian Circulation

Safe provisions for pedestrian access to and through a parking lot shall be required, including striping, enhanced pavement markings, traffic calming features and sufficient lighting in accordance with Township standards.



Bicycle Facilities

Bike racks or lockers shall be provided in close proximity to all commercial uses. Racks may be located at a store entrance or at a central location connected by pedestrian walkways but not in such a manner as to impede pedestrian flow.

On-Street Parking

On-street parking may be regulated to enable short-term parking in front of retail stores and long term parking in surface lots or parking structures. Parallel or angled parking shall be permitted along both street sides in locations deemed safe for vehicular, bicycle and pedestrian circulation by the Board Engineer.

5.7.2 Parking Calculations

Number of Spaces

The required number of parking spaces shall conform to the Residential Site Improvement Standards (RSIS) and the Manchester Township Ordinance at the time of the Redevelopment Plan approval

Shared Parking

Shared parking shall be encouraged for all commercial parking lots and particularly for those serving mixed-use commercial and residential buildings. Where necessary, the Planning Board may permit a limited

amount of parking to be reserved either for residential or specified commercial uses only; or may restrict the hours that certain spaces are to be used for residential or commercial uses only.

The designated redeveloper or other such party responsible for the development of a property in the Redevelopment Area seeking to satisfy its parking requirement for the Town Center Core may utilize a shared parking approach shall prepare a parking report that documents how an adequate supply of parking spaces will be provided to satisfy projected parking demand within the entire Town Center Core if they seek to vary from the Manchester Township Parking Standards. The report shall be prepared using procedures presented in the most recent version of the report Shared Parking, published by the Urban Land Institute. The report shall be prepared using the most current shared parking methodology published by the Urban Land Institute or the Institute of Transportation Engineers. The report may also adjust projected parking demand based on an analysis of captured parking using procedures presented in the most recent version of the Trip Generation Handbook published by the Institute of Transportation Engineers.

A captured and shared parking study and report for each Planned Development shall:

- a. Calculate the projected peak parking demand for each land use that will be sharing the available parking supply using the latest edition of the ITE informational report Parking Generation.
- b. Calculate the extent to which parking demand will be mitigated on the site as a result of trips captured

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

from adjoining land uses both within and adjacent to the Planned Development and therefore occurring without the use of a vehicle.

- c. Calculate the peak parking accumulation for the development, making use of shared parking procedures.
- d. Expand the peak parking accumulation by 10% to determine the needed supply of parking spaces. This will assure an adequate capacity of spaces for the turnover of vehicles.
- e. Determine the number of on-site parking spaces that will be supplied.
- f. Determine the number of on-street parking spaces that are available to the development in accordance with procedures established by this section.
- g. Determine whether any additional parking spaces will be needed to serve the development and if so how they will be supplied.

5.7.3 Loading and Service Areas

Loading and service areas shall be designed, located and arranged to be of appropriate size for the intended use; so as not to interfere with vehicular or pedestrian circulation; and to be screened from public view.

Service and loading areas should, to the extent practicable, be located to the side or rear of buildings unless a more appropriate location is approved by the Planning Board. Loading docks shall not be located along primary street frontages. Screening and landscaping shall be provided to minimize direct views of the loading areas and their driveways from adjacent properties or from the public right-of-way. Screening and

buffering shall be achieved through walls, fences, and landscaping. Screening shall be a minimum of six feet high and shall be visually impervious. Recesses in the building, or depressed access ramps, may be used.

Shared refuse storage facilities shall be utilized where available and practical. The storage of refuse shall be provided inside building(s) or within an outdoor area in the rear of the property, screened around the perimeter by a roofed wood enclosure; or by brick walls with a minimum height of seven feet with a gate or door. Such a wall shall be capped on the top.

No delivery, loading, trash removal or compaction, or other such operations shall be permitted in areas of the site located within 500 feet of an off-tract residential use between the hours of 11:00 p.m. and 5:00 a.m. unless the applicant submits evidence that sound barriers between all areas for such operations effectively reduce noise emissions to a level compliant with Township noise ordinances, as measured at the lot line of any adjoining property.

5.7.4 On-Site Approvals/Improvements

- 5.7.4.1 No Environmental Impact Studies should be required with any site plan or subdivision approvals within the Redevelopment Area.
- 5.7.4.2 Preliminary engineering of the Boulevard and Land Bays shall follow the engineering standards as set forth as if it were under a General Development Plan.



5.8 Provisions Related to Off-Site Improvements

The designated redeveloper or other such party responsible for the development of a property in the Redevelopment Area will be responsible for their fair share of any installation or upgrade of infrastructure related to their project whether on-site or off-site including improvements to Routes 37 or 70. Infrastructure items include but are not limited to gas, electric, water, sanitary and storm sewers, traffic control devices, telecommunications, streets, curbs, sidewalks, street lighting and street trees.

The Township and redeveloper will work in partnership to overcome access and traffic circulation issues with the NJDOT and Ocean County Traffic Engineering agencies to enable an orderly, safe, and efficient re-routing of traffic through and around the Redevelopment Area.

The extent of the redeveloper's responsibility will be outlined in the redeveloper's agreement with the Township. Off-site responsibility for properties not covered under the redeveloper's agreement will be determined during the permit and/or site plan review phases.

All infrastructure improvements will comply with applicable local, state and federal codes including the Americans With Disabilities Act. All utilities will be placed underground.

5.9 Provisions Related to State and Federal Regulations

Certain activities proposed in this plan may be subject to state and federal standards, regulations and

permit requirements. The redeveloper is responsible for ensuring compliance with all applicable standards and obtaining necessary state and federal permits prior to the issuance of any construction permits.

5.10 Provisions Related to Affordable Housing

The Township has been actively engaged with the Ocean County Vicinage of the Superior Court in working through a plan for providing affordable housing in accordance with recent decisions by the New Jersey Supreme Court. The Heritage Minerals Site was the subject of a settlement agreement of litigation between Hovsons and the Township that established an obligation for providing affordable housing. The intent of the Plan is that its implementation through a redevelopment agreement establishes a new agreement for providing affordable housing that will be addressed in a wide variety of ways in compliance with current rules and regulations governing affordable housing. However, provisions for affordable housing to be provided on-site in the higher density (multifamily, townhouse and mixed use) Land Bays, or on off-site locations, must be addressed in the redevelopment agreement so that there will be a net benefit to the Township with regard to the number of affordable housing units attributed to this site, above that which was stipulated in the original settlement agreement.

Inventory of Affordable Housing

N.J.S.A. 40A:12A-7 requires an inventory of all housing units affordable to low and moderate income

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

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. In response to this requirement, there are not any 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 will be removed as a result of implementation of this Redevelopment Plan.

Plan for the Provision of Affordable Replacement Housing

N.J.S.A. 40A:12A-7 requires 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 a redevelopment plan. In response to this requirement, the implementation of this Redevelopment Plan does not result in the removal of any affordable housing unit that is subject to affordability controls.



Section 6. Relationship to the Land Use and Zoning Ordinance

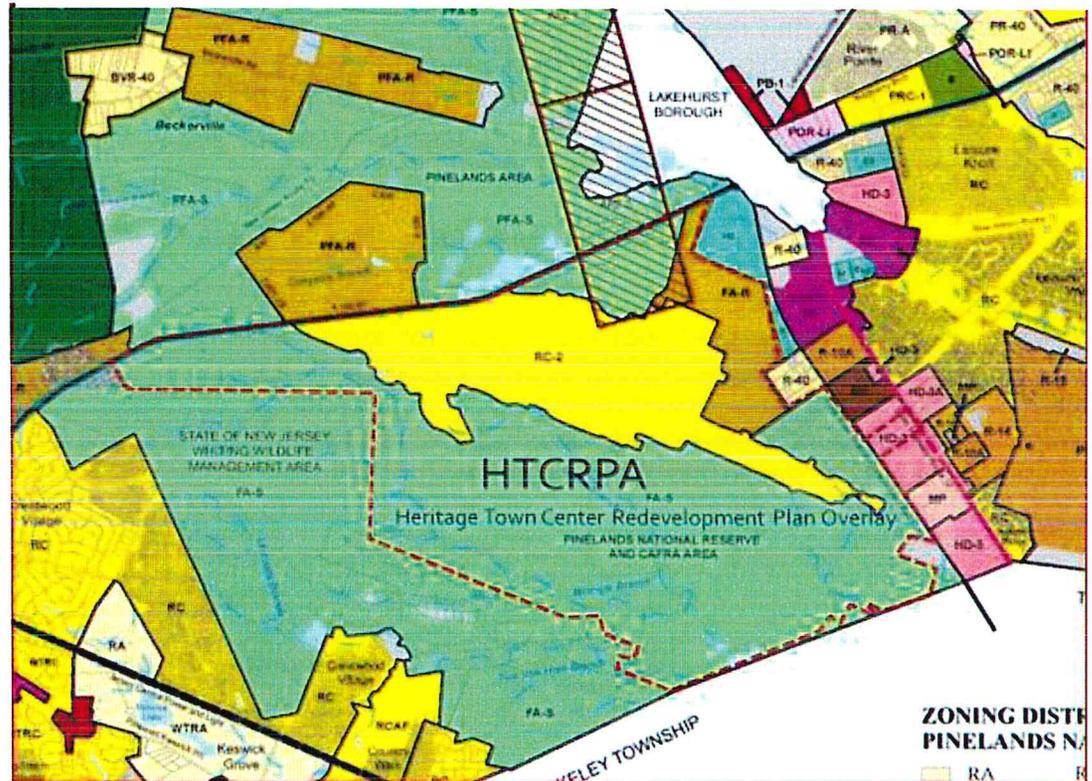
6.1 Zoning Ordinance

The standards contained within this redevelopment plan serve as an overlay zone over the current regulations in the Manchester Township Land Development Ordinance. In the case where a particular land use or site standard is not covered in this redevelopment plan, compliance with the Manchester Township Land Development Ordinance or other applicable Manchester Township code or ordinance will be required.

6.2 Map Amendment

The Zoning Map of the Township of Manchester is hereby amended in accordance with Map 4 to indicate the boundaries of the Redevelopment Area and to identify the district as the Town Center Redevelopment Area.

MAP 3: Heritage Town Center Redevelopment Plan Overlay District





Section 7. Significant Relationships to Other Plans

7.1 Plans of Adjacent Municipalities

Manchester encircles Lakehurst; Shares northern border with Plumsted Township and Jackson Township; Shares southern and eastern border with Toms River Township, Berkeley Township, and Lacey Township; Borders Pemberton Township and Woodland Township in Burlington County to the west.

The Redevelopment Area is located in the northeast of Township in proximity to Lakehurst Borough and Toms River, and borders Berkeley Township to the south.

Berkeley Township adopted its last comprehensive Master Plan in 1997 and adopted a Reexamination Report and a new Joint Land Use and Circulation Element in 2008. There were no changes to land use along the Township's borders with Manchester Township, as most of those borders were previously development with adult communities or involved preserved open space.

Toms River Township adopted its last comprehensive Master Plan in 2006. The most recent planning activity of the Township was the Route 37 Economic Corridor Vision Plan in May of 2015, created by Together North Jersey (TNJ). The TNJ Plan focused on the Route 37 Corridor with Joint Base McGuire-Dix-Lakehurst as the western anchor and downtown Toms River as the easterly anchor. The Heritage Minerals Site was identified as a significant potential generator of economic activity.

The Town Center Redevelopment Plan will replace a blighted area with a vibrant mixed-use community that will provide new goods and services and substantial open space using smart growth mixed-use principles and stringent design guidelines, all of which will provide positive regional benefits.

7.2 Ocean County Master Plan

The Ocean County Master Plan was adopted in December 1988 and most recently updated on December 21, 2011. The following recommendations of the County Master Plan are relevant to and compatible with the Town Center Redevelopment Plan¹:

Chapter 3: Economic Planning and Workforce Development

- Continue County economic development efforts to reduce unemployment, connect residents to local year-round employment opportunities, and enhance the tax base by encouraging compatible industrial and commercial operations to locate or expand in Ocean County.

- Continue to support the County's \$3.35 billion tourism industry, including the many opportunities for environmental tourism.

¹ Ocean County Master Plan, adopted December 21, 2011, page 215.



- Strengthen communication and collaboration between the State, County and municipal economic development entities.

- Promote Brownfields incentives to facilitate the redevelopment of underutilized properties. - Evaluate potential growth corridors in Ocean County.

- Promote Downtown and Main Street programs to assist older commercial centers.

Chapter 4: Transportation and Mobility

- Encourage the NJ Department of Transportation to modernize and upgrade state highways throughout Ocean County, including Route 9, Route 35, Route 37, Route 70, Route 72, Route 88 and Route 166.

Chapter 5: Housing

- Continue to encourage programs that assist in the increased supply of safe, decent, sustainable and affordable housing.

- Promote mixed-use developments that incorporate design considerations such as transportation, education, employment, recreation and public safety.

Chapter 6: Design

- Encourage mixed use developments which contain a variety of building types and uses, connected by walkable and aesthetically pleasing streets and corridors.

- Encourage local agencies to create Streetscape Plans aimed at establishing or retaining streetscape and architectural styles.

- Encourage the consideration of noise, visual aesthetics and natural environmental features in design projects.

Chapter 7: Land Use

- Encourage municipalities to grow in a fashion that is true to smart growth principals and Town Center design standards, allowing for a mix of land uses in a singular area to increase accessibility by all residents.

- Work with the Pinelands Commission and applicable towns to preserve and protect the important environs and species located in the Pinelands, while coordinating long range land use and growth management plans.

- Ensure public access is protected and enhanced where appropriate.

7.3 New Jersey State Development and Redevelopment Plan

The Redevelopment Area is partially located in the Suburban Planning Area (PA-2) on the State Plan Policy Map. The Town Center Redevelopment Plan is compatible with the State Plan's intention for the Suburban Planning Area, which is to provide for much of the state's future development; provide growth in centers and other compact forms; protect the character of existing stable communities; protect natural resources;



DRAFT Manchester Heritage Town Center Redevelopment Plan

redesign areas of sprawl; reverse the trend toward further sprawl; and revitalize cities and towns.

Below is a detailed timeline of the Heritage Minerals Tract showing that has historically been in a growth area and part of the sewer service area.

Date	Summary
1967	Ocean County Utilities Authority (OCUA) adopts first Sewer Service Area Plan- Heritage Site- included.
1973	CAFRA enacted- Heritage Site is in Extension Region, the region where development should be channeled after full development of the Development Region. Generally, infill and extension of development is acceptable here.
1973	OCUA updates Sewer Service Plan- Heritage is included.
1983	Manchester Master Plan and Zoning ordinance, which indicated Heritage as a growth area, was certified as conforming to the CMP.
Dec. 22, 1987	Manchester adopts PUD ordinance allowing for 15,000 homes on Heritage along with 1 million sf of non-residential.
June 21, 1989	Heritage appears to be in an area in which sewer capacity is available on the Evaluation of Capacity Sewer Map prepared by OCUA.
March 1990	Heritage was included in Ocean County's first cross acceptance reports as a "Corridor

Center" which is generally a planned unit or mixed use development designation because of its prime location to transportation corridors. The draft report was adopted at Ocean County PB meeting on 3/21/90

This plan will move Manchester several steps forward toward the realization of one of the State Plan's major objectives – providing alternatives to sprawl by planning for and creating new "communities of place." It is the Township's intention, as stated in the Addendum to the 2015 Master Plan Reexamination Report, to have the Town Center officially designated by the State Planning Commission through Plan Endorsement or its equivalent process. In addition, the plan would achieve the following State Plan goals:

- Promoting beneficial economic growth – The Redevelopment Area will provide a focal point for future economic activity in the Township. It is expected that a higher quality and greater diversity of goods and services will be available to residents than is currently found in the strip developments that characterize the Route 9 corridor.
- Revitalizing cities and towns – Much of this area is underutilized and contaminated and detracts from the quality of life in the community. Those conditions will be replaced with a center that will attract quality investment into the Township.
- Improving environmental quality – The extensive contamination of the soil and ground water at this site will be remediated as a result of this project. Endangered habitats, wetlands and other



environmentally sensitive features on the site will be preserved.

- Ensuring cost-effective delivery of infrastructure – The State Plan offers centers as the model for cost-effective delivery of infrastructure.
- Preserving and enhancing the quality of community life – Centers provide a focal point for the community as a whole and a vibrant, human-scaled living environment for those who live and work in the center.
- Preserve and enhance areas with historic, cultural, scenic open space and recreational value – Open space will be an integral part of the Redevelopment Area. Existing wetlands and water features will be incorporated into the design of the center.

7.4 New Jersey Pinelands Commission

Approximately 10,310 acres in Manchester – west of the Garden State Parkway and south of the New Jersey Central Power and Light Company right-of-way – fall under the jurisdiction of the Pinelands Commission. The Town Center is not within the Commission regulated portion of the Township (i.e., the "Pinelands Area").

7.5 Route 37 Economic Corridor Vision Plan

The Route 37 Economic Corridor Vision Plan was developed by Together North Jersey in May 2015 along with Toms River Township, Manchester Township, Berkeley Township, Lakehurst Borough, and Ocean County. The Vision Plan seeks to create a regional economic

development corridor between the Joint Base McGuire-Dix-Lakehurst and Toms River that better utilizes existing assets and links technology-oriented employment and mixed-use development. The Plan identified the following goals which are relevant to and compatible with the Town Center Redevelopment Plan:

- Encourage municipal partnerships to treat the corridor in a regional context.
- Identify uses and concepts for underutilized assets within the corridor

Some of the economic development recommendations are also in line with the Manchester Town Center Plan, such as:

- Retail repurposing and greyfield redevelopment
- Exploring hotel, conference, and other hospitality facilities for business travel and year-round eco-tourism

With a lack of affordable housing options and high percentage of senior housing in the area, as well as the added expense of commuting by car, the Vision Plan made the following relevant housing strategies:

- Creating more diversity of housing types, particularly workforce housing & mixed use active centers that include housing

Additionally, the Corridor Vision Plan makes several land use and environment recommendations, which include:

- Balancing redevelopment with open space preservation
- Identifying locations for mixed-use nodes

**DRAFT Manchester Heritage Town Center Redevelopment Plan**

- Adopting Master Plan updates for the towns and county consistent with the Rt. 37 Vision
- Creating corridor zoning including overlays and form-based design standards

The redevelopment plan will remain effective until the Redevelopment Area has been redeveloped and deemed no longer in need of redevelopment by the Manchester Township Council.

Section 8. Amendments and Completion

8.1 Amending the Redevelopment Plan

This plan may be amended from time to time in accordance with the procedures of the Local Redevelopment and Housing Law. To the extent that any such amendment to the redevelopment plan materially affects the terms and conditions of a duly executed redevelopment agreement between a redeveloper and Manchester Township, the provisions of the redevelopment plan amendment will be contingent upon the amendment of the redeveloper agreement to provide for the plan amendment.

8.2 Certificate of Completion and Compliance

Upon the inspection and verification by Manchester Township's redevelopment entity that the redevelopment of a parcel subject to a redeveloper agreement has been completed, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of redevelopment.

