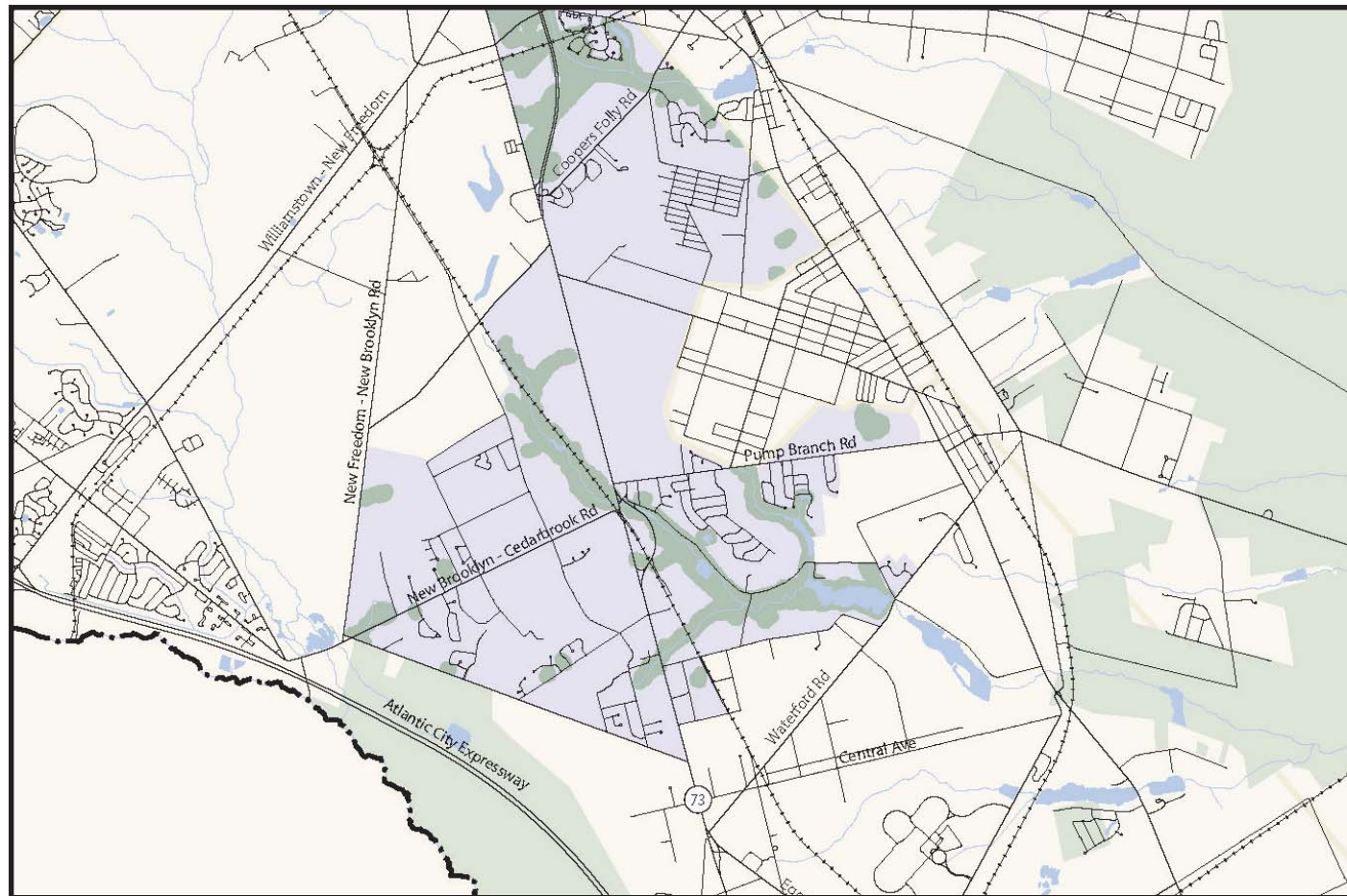


LIVABLE COMMUNITY ACTION PLAN

Pinelands Regional Growth Area in Winslow Township



Prepared for:
Winslow Township, New Jersey

Sponsored by:
New Jersey Pinelands Commission
Pinelands Excellence Program
with funding from:
The Geraldine R. Dodge Foundation

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MARCH, 2004

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Introduction

Under a grant funded by the Geraldine R. Dodge Foundation, the Pinelands Commission initiated the Pinelands Excellence Program to take an in-depth look at some of the critical problems facing fast-growing communities and develop targeted strategies to address them. For more than 20 years, development in the Pinelands has been guided by the Pinelands Comprehensive Management Plan (CMP). The CMP protects the region's most sensitive natural resources by strictly limiting development in certain areas while allowing for varying amounts and types of development in other more appropriate locations. The most substantial amount of development is permitted in Pinelands Regional Growth Areas (RGAs), which are located predominantly along the Pinelands eastern and western borders. While the RGAs comprise less than 10% of the overall Pinelands Area, they were zoned in 1980 to accommodate more than 100,000 new homes over the coming decades. Without the RGAs, the rest of the Pinelands cannot be protected. Yet unless the RGAs are desirable places to live, they will not function well.

The long-term success of the CMP depends upon the creation of "livable" growth area communities - communities that are vibrant and attractive, and where important natural values and recreation areas are preserved for the residents' benefit. Yet, the pace of development in some RGAs and the lack of financial resources to comprehensively plan at the local level have made it extremely difficult for towns to stay ahead of the curve in effectively accommodating these housing demands. The result, in some cases, is ordinary suburban sprawl, poor neighborhood design, overburdened transportation systems, little or no open space and other amenities, and conflicts with natural resource protection. Simply reducing the amount of development permitted in these areas will not solve all the problems, since less development does not inherently lead to good community design. Moreover, the accommodation of less development in these growth areas may exert pressure to open up other areas of the Pinelands to satisfy unmet housing demands.

The Pinelands Excellence Program provides an opportunity to examine some of these issues that fall outside of the CMP's scope but nonetheless can have substantial impacts on a community's character and functioning. To implement the Program, the Commission invited the Pinelands communities with the largest RGAs to participate and then selected two based on an evaluation of written requests that they submitted: Hamilton Township in Atlantic County and Winslow Township in Camden County. Next, the Commission, with input from Hamilton and Winslow, hired a team of consultants to lead each municipality in a comprehensive community visioning effort, culminating in the development of innovative zoning and design recommendations. These recommendations are presented in this community action plan.

The information presented in this community action plan is structured similarly to the process followed by the Pinelands Excellence Program, beginning with an analysis of existing conditions (e.g., land uses, street network, environmental constraints, and zoning) in Winslow Township's RGA. Much of the data used for this analysis was supplied by the Pinelands Commission. The results were used to determine the amount and location of land available for development in Winslow's RGA.

While the analyses were underway, the consultants began work in the township. First, they conducted a series of interviews with key stakeholders selected by Winslow to supplement the information provided by the data analyses and to gain additional insight into local concerns and issues. The Township was then asked to form a "visioning team" representative of the community to work with the consultants on the development of a vision statement to guide preparation of the community action plan for the RGA. Members of the visioning team were instructed in a community-based observation technique (CBOT), in which they were provided with cameras and asked to document, in pictures and words, what they liked and did not like in Winslow Township and surrounding areas. Input received during the CBOT process helped ensure that the resulting visioning statements are grounded in reality and not just abstractions from a more theoretical exercise. Results from the CBOT process are summarized on page 6 and more fully detailed in Appendix C.

The translation of the issues identified during the stakeholder interviews and CBOT exercise into elements of a vision statement and ultimately, individual strategies, is represented by the diagram shown on page 9. This "big picture" sets the stage for the detailed strategies that follow, beginning on page 10. To the extent possible, these strategies were designed to facilitate implementation. For example, model ordinances are provided to address community design issues (commercial building siting and design, street design, and parking), land clearing, and stormwater. Other discussions provide the foundation for complementary actions including the mapping of street corridors, and revising of street design guidelines.

The community action plan concludes with an implementation strategy that addresses priorities, responsibilities, pre-requisites, and resources. The intent of this section is to help ensure that the recommendations presented in this plan move from the page to reality, thereby improving the lives of current and future residents in Winslow Township. Actual implementation of the strategy, however, will demand support and effort from the Township's residents and businesses. Only with this broad-based commitment will the key components of the plan advance.

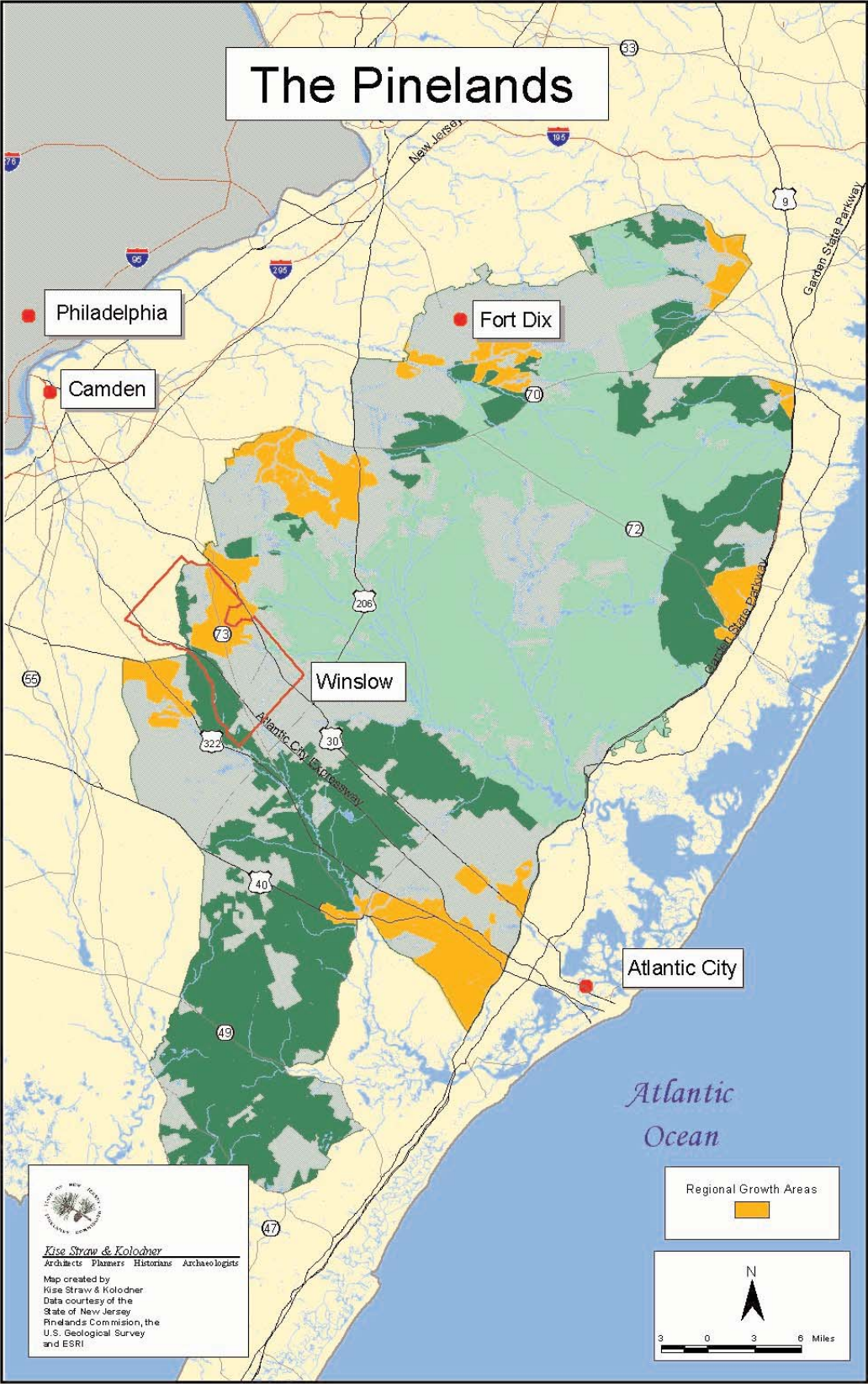
Given the geographic focus of this project (i.e., Winslow's Pinelands Regional Growth Area) and available resources, not all issues related to growth and development could be addressed within the scope of this plan. Because the plan is necessarily focused on new development and, at the request of the visioning team, does not contemplate major rezonings, the location and mix of future develop-

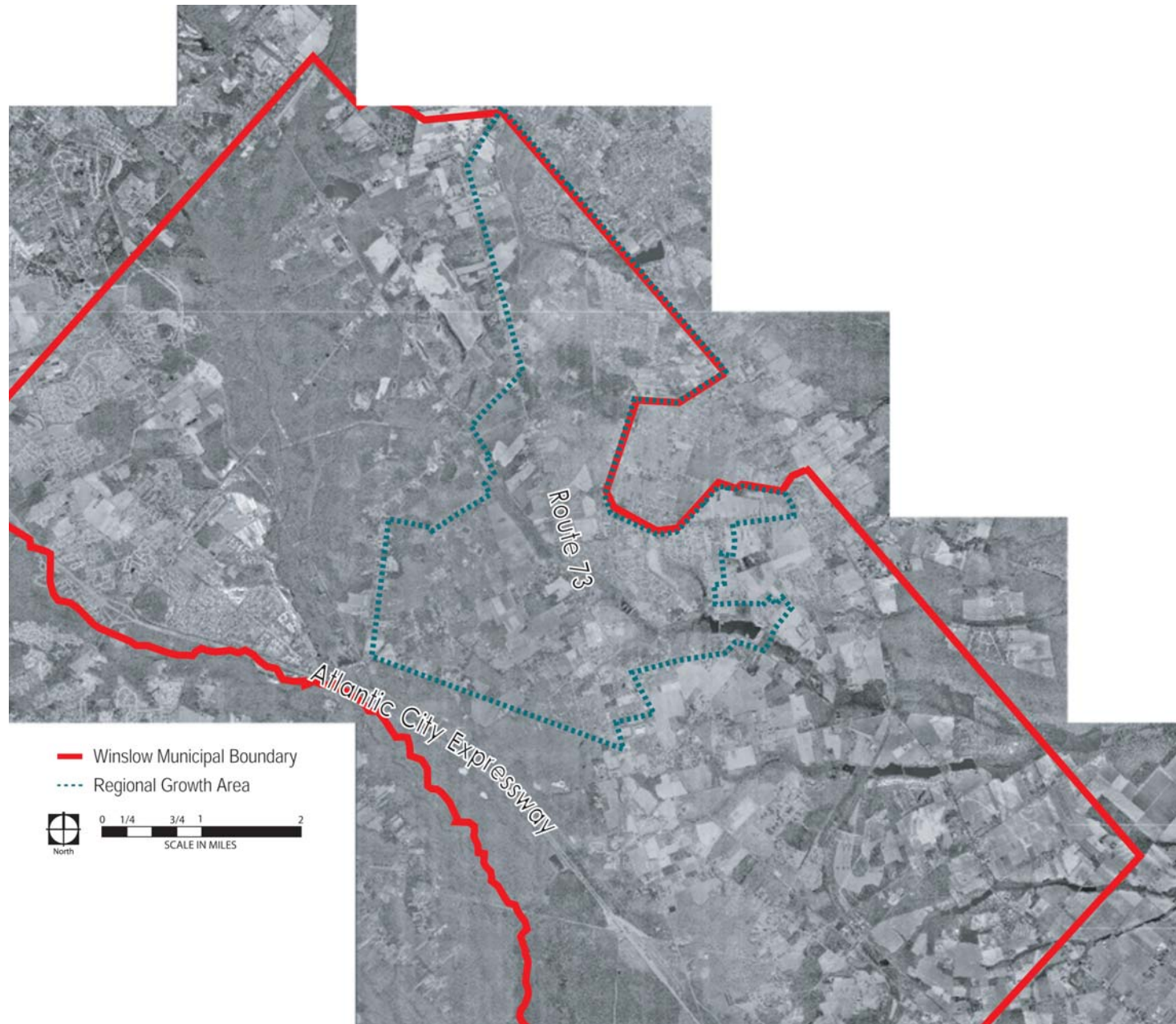
ment are not significantly different from what was already called for under Township zoning at the outset of the project. Rather, the recommendations provided here are designed primarily to make the new development function and look better. The relationship of that new development to existing population centers, most notably Sicklerville, however, was an issue that was raised repeatedly by the Township's visioning team. In particular, the need to establish better connections - both physically and in terms of community identity - was cited as an area requiring further work. A somewhat related issue is recognizing how the compact settlement forms of Sicklerville and West Atco contribute to the Township's overall character and exploring options to promote reinvestment in deteriorated areas and new investment in yet-to-be-developed areas. The role of the Township's villages outside of the Pinelands Regional Growth Area in accommodating growth and their need for supporting infrastructure such as water and sewer lines are also issues for additional consideration. Consequently, an overall recommendation for the Township is to use the results of this project as a catalyst to seek funding for additional planning efforts on a community-wide scale.

Opportunities and Challenges

The character of new development in the New Jersey Pinelands designated growth areas is disappointing at times. The disappointment is felt from a number of viewpoints. Existing residents of the Pinelands are not seeing, much new growth that complements the "town and country" qualities that have kept them in or drawn them to the Pinelands. To the contrary, they see an erosion of these qualities. Instead of development of unusual quality, utterly conventional suburban sprawl has occurred in many locations. Environmentalists, rightfully pleased with the boldness of the Pinelands Comprehensive Management Plan and hoping for a development ethic correspondingly advanced, are disturbed with the consumptiveness of development in the growth areas. The vigorous level of investment in the growth areas is, to some viewpoints, the main strength. However, even in this case, the rare advantage of a "captive" market is yielding nothing special or interesting.

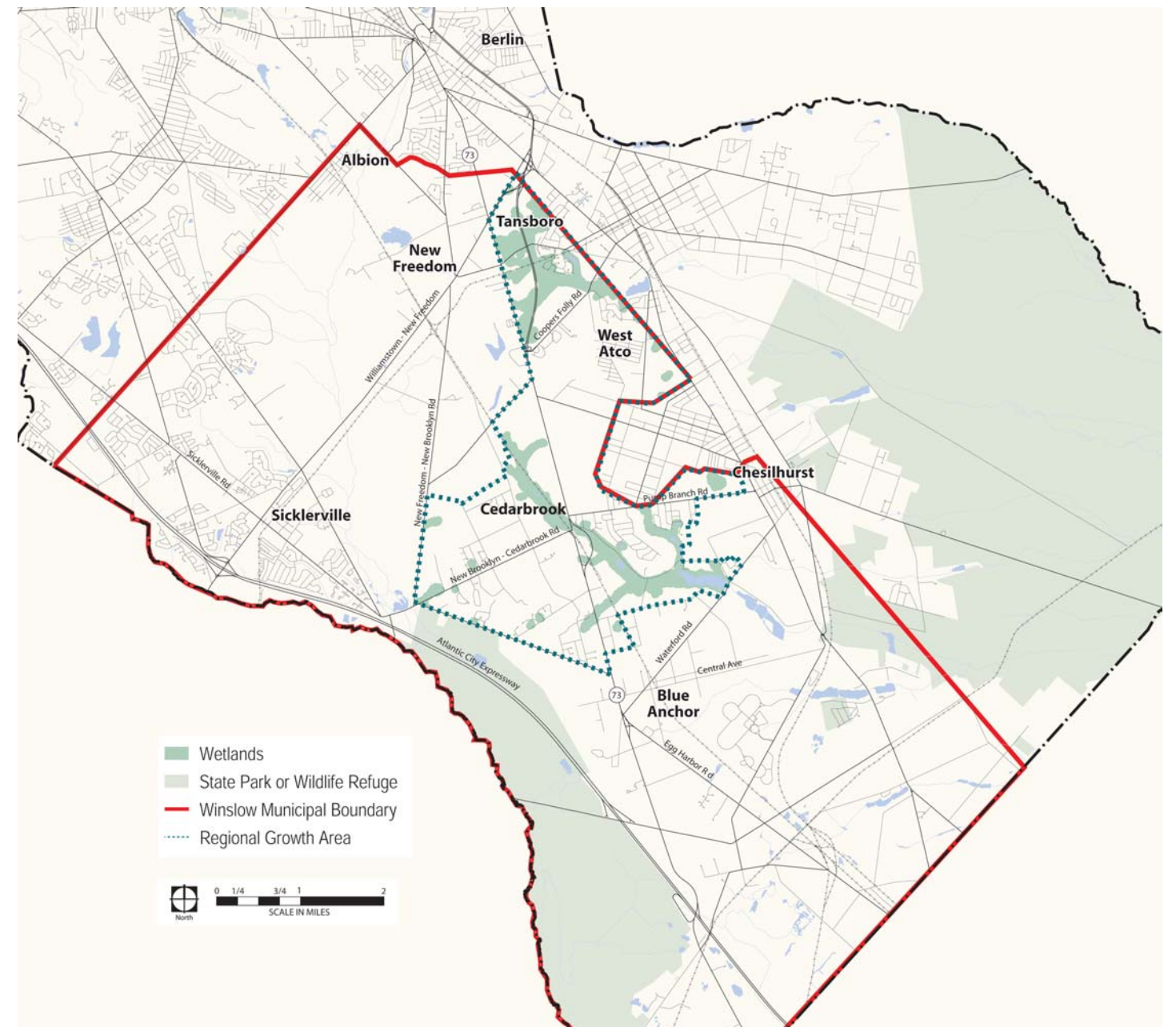
There is every reason for Winslow to intervene in this pattern. The boldness of the Pinelands Comprehensive Management Plan and the monumental achievement in designating growth areas deserves better than just a new eruption of conventional suburban sprawl. The residents of the Pinelands, and particularly in the growth areas such as Winslow, parties to one of the boldest "town and country" visions in the United States, have every right to expect that the growth areas be as remarkable as the preservation areas. Investors in Winslow should be able to benefit, far more than at present, from the concentration of investment opportunity into growth areas embedded within a remarkable nature preserve.





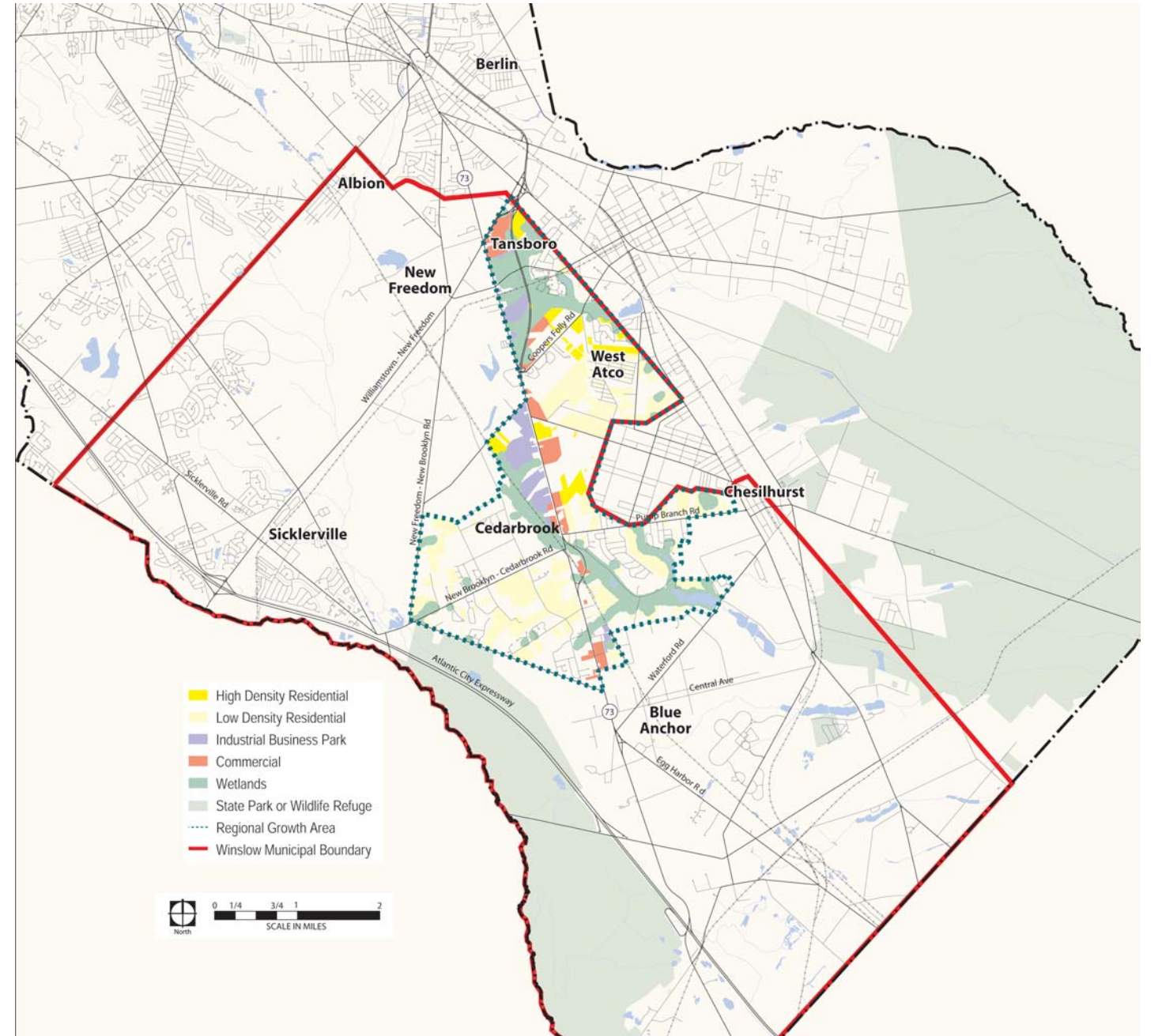
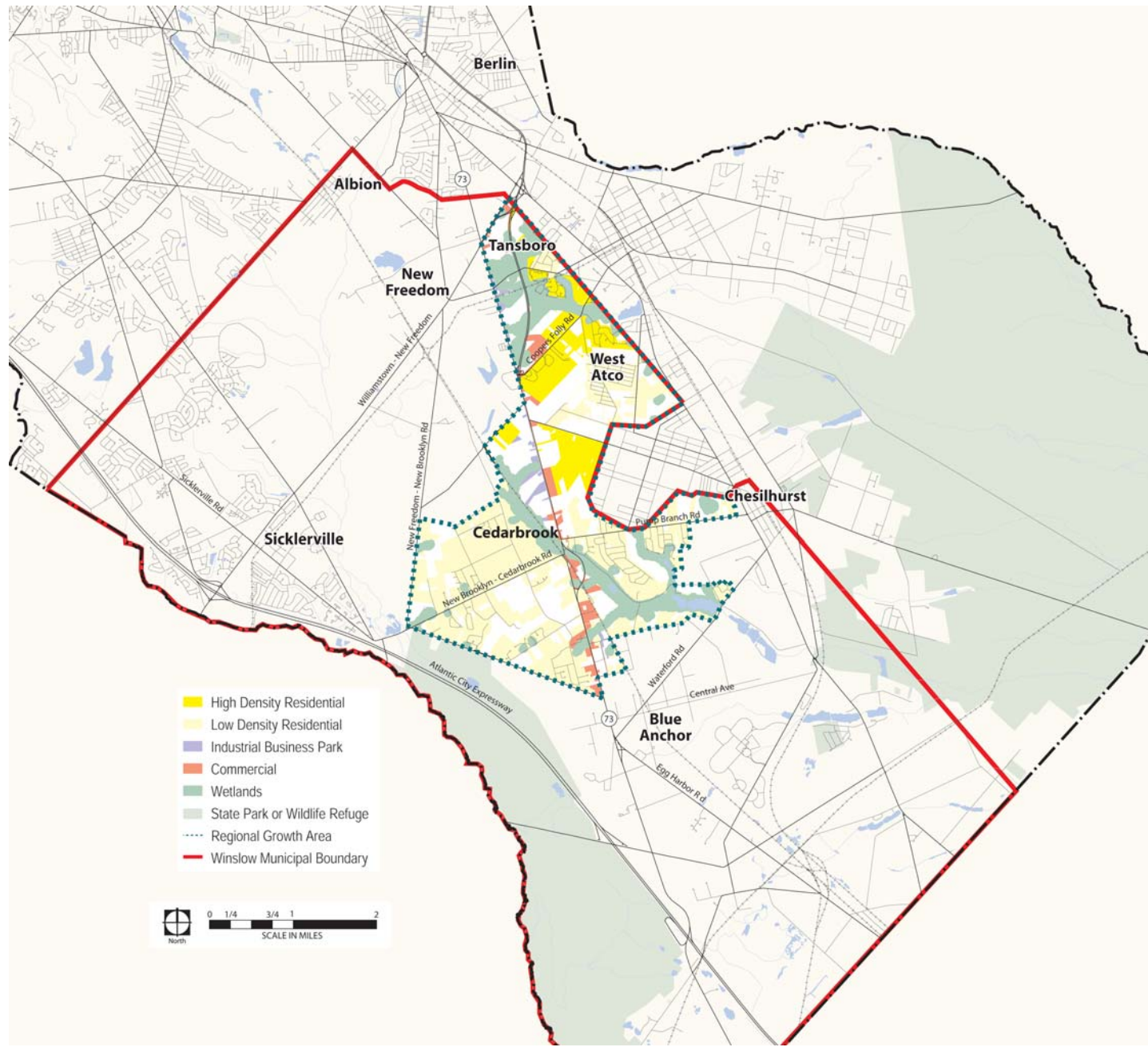
Aerial Photograph

The characteristic view from the road in Winslow Township - large fields in active agricultural use - is clearly illustrated by the large number of cultivated parcels, many of them fronting on major highways such as Route 73. The regional growth area is the area that is targeted for more intensive residential and commercial development, and is the subject of this plan. The concentration of residences around the Route 73/Pump Branch Road/Cedarbrook Road area underscores the appropriateness of a town center or village center area on Route 73 at this point. The residential concentrations just outside the growth area - in Waterford Township and in the Borough of Chesilhurst - underscore the challenge of linking these concentrations to new activity along Route 73, without damaging the rural qualities of the area.



Existing Street Network

The historic pattern of longer distance roads in New Jersey, straight segments of road radiating from town centers, is evident in this map. Recent development has added little new mileage of major road, and has instead depended on the inherited system for all of its connectivity. The freeway-like alignment of Route 73 to the north of the Winslow growth area raises an important issue of the future of Route 73: does it eventually become an expressway, does it become an arterial lined with strip commercial as Route 73 is to the north of the township, a suburban boulevard, or does it retain its pristine "town and country" atmosphere.



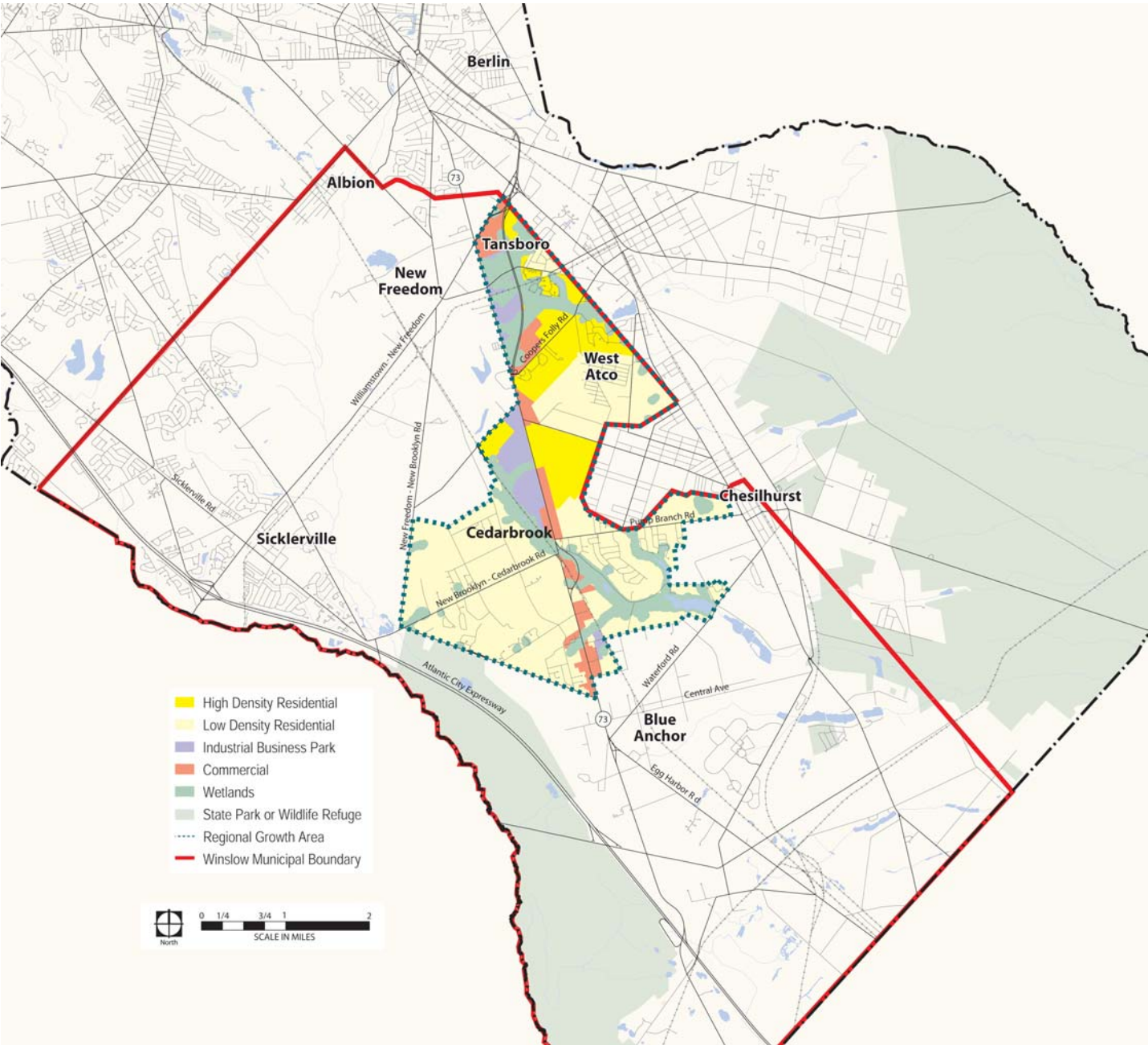
Developed Lands

Much of the growth area is already developed (or committed to development) in low-density (i.e., less than 1 unit per acre) residential patterns. Next in quantity of land area within the growth area, is high-density residential, (i.e., up to slightly more than 5 units per acre) with the bulk of it located in the northern part of the growth area. Almost all commercial and industrial activity is focused along the Route 73 corridor, in scattered sites fronting on Route 73.

Developable Lands

The remaining developable area for low-density residential development is scattered throughout the growth area, typically in parcels of 20-60 acres. The developable commercial land is either in the town center area in the northern part of the growth area, or in parcels along the entire length of Route 73 in the growth area.

Land Use Summary (in Acres) Pinelands Growth Area, Winslow Township



	Total in RGA	Committed or Developed	Public	Wetlands	Available for Development
Residential Land Area	5450	3080	580	170	1620
Nonresidential Land Area	820	320	30	50	420
PTC Land Area	250	50	0	50	150
Total Development Potential					2190

Existing Zoning Regions

The southern half of the growth area is lower-density residential (approximately 0.7 du/acre), with the exception of the narrow corridor along Route 73, which is zoned for commercial.

The mid-section of the growth area is higher-density residential (ranging from 0.7 du/acre - 1.4 du/acre) to the east of Route 73, and a large area of industrial business park to the west.

The northern segment of the growth area is largely wetlands, with the remaining developable land zoned as high-density residential (1.4 - 2.25 du/acre) and two concentrations of commercial: the intended town center at the northern end of the growth area, and another major concentration at the Route 73/Coopers Folly Road location.

Community Vision

CBOT Results and Conclusions

The community-based observation technique (CBOT) is a key element in eliciting opinion from stakeholders, and translating it into actions to be undertaken by the township. In the CBOT process, the visioning team members (selected by the township) were provided with cameras, and instructed, by the consultant team, to take a series of photographs (20-50 in number) illustrating both desirable and undesirable features of development. Participants were encouraged to focus primarily on scenes from within Winslow, but could also include scenes from outside the township that were particularly illustrative. Participants were asked to provide a brief commentary describing the photographs taken.

The CBOT results are used to identify common themes from which to develop a vision statement, and ultimately, recommendations for moving toward the vision. The CBOT process is particularly useful in illustrating what the community "wants," and disparities between these wants and what they are now getting with new growth. The CBOT process does not necessarily, in itself, define a consensus of opinion. However, the large areas of agreement about both positive and negative aspects of the township, as expressed in the CBOT process, are extremely valuable at arriving at a consensus at later stages of the project.

The CBOT Summary Results and the accompanying comments provided by vision team members are incorporated in Appendix C.

Rural Residential



Want: "pleasant rural residential landscape," defined by mixed home types, narrow street, swale drainage, tree overhang, occasional tree canopy, view terminated by forest at road curve.



Getting: wide street, enclosed drainage, uniform home styles, trees cleared, few or no replacement trees, housing layout precludes restoration of trees, no aesthetic contribution for several years.

Remedies: rural street types with small cross section and swale drainage; site plan and subdivision regulation to prevent clear cutting and clear-grading; subdivision and site plan regulation to preserve existing trees; site plan requirements to replace tree canopy.

Rural and Town Residential



Want: wooded lots defined by standing native trees, natural understory and extensive replanting of trees.



Getting: new development devoid of trees, due to clear cutting, clear grading and, where trees were not initially present, to lack of vigorous replanting provisions

Remedies: street corridor mapping that preserves major trees within street right-of-way; conservation easements along newly mapped streets; subdivision and site plan regulations to prevent clear cutting and clear grading; subdivision and site plan requirements to ensure extensive replanting of trees.

Village Residential



Want: real village streets and blocks defined by: short block size, compact street size, houses fronting the street, view of automobile-serving features (driveways, garages) concealed or minimized, sidewalks on all streets.



Getting: no block structure; homes facing away from street; streetscape is a fence, not homes; no sidewalks.

Remedies: mapping and design of local streets and roads that attract, not repel housing frontage; subdivision requirements for creating networks of small streets; town initiative in mapping framework streets to provide proper armature for small blocks; architectural controls to minimize or eliminate view of auto-serving features (garage doors, driveways, etc.).

Village Commercial



Want: retail buildings, lining street, on-street parking convenience, second story of buildings with homes and offices.



Getting: no commercial along street; low-rise one-story commercial, no mixed-use.

Remedies: requiring buildings to be built to the street; town initiative in mapping framework of streets to provide proper armature for small blocks; architectural design standards to require two-story buildings.

Blg Box Commercial



Want: Landscaped big box, landscaped parking lot, articulated building facade; building of apparent two-story height.

Historical Retail Districts



Want: Historical retail uses continued; historical context (street, grounds) preserved; building massing and shape reflecting historical context.

Main Street Atmosphere



Want: historical "main street" atmosphere, closely-spaced buildings, real streets and blocks, on-street parking, well-placed street trees.

Rural Commercial



Want: commercial activity that reflects agricultural and rural routes of community; small scale ("small town" or "village") retail activity.

Parks



Want: Parks to be a gathering spot.



Getting: vast sea of parking; no landscaping; building fronts not articulated; buildings clearly one-story only.

Remedies: architectural design guidelines to require articulation and building height; parking area landscaped and buffering requirements.



Getting: building appearance that does not convey historical character, even though the building use itself could be accommodated in a structure incorporating some elements of character.

Remedies: architectural design guidelines; site design guidelines that form structures, of all types, into village and town centers.



Getting: strip commercial development dominated by parking; no block and street structure; no ability to walk between adjacent uses; no street trees.

Remedies: site design guidelines to form buildings into street blocks; framework street plan to form real streets and blocks; street design guidelines to provide "main street" environment; building architectural guidelines; street tree guidelines.



Getting: loss of farmland to commercial development; commercial development that has no aspect of rural, small town or village atmosphere.

Remedies: consolidate commercial into village and hamlet centers along major highways; remove vehicular parking as dominant site aspect through site plan regulation; architectural design guidelines; restore or institute tree canopy through tree regulation.



Getting: Disjointed fragments of a park system.

Remedies: Build strong central public space features into town and village clusters.

Storm Water Treatment Appearance



Want: Well designed, not fenced basins, appearing to be part of the landscape.



Getting: Fenced, poorly screened basins blighting the landscape.

Remedies: Overhaul of storm water requirements in subdivision and site plan regulations.

Storm Water Retention as Aesthetic Feature



Want: Retention features that are unfenced, attractive additions to the landscape, or even the central features of important public spaces.



Getting: Retention areas that are not only isolated and have no scenic or recreational value, but are also barricaded to all other potential uses.

Remedies: Overhaul of storm water requirements in subdivision and site plan regulations, to encourage or even mandate that storm water retention facilities do "double duty" as attractive centerpieces of new development, or at least as unfenced, landscaped additions to the scenic value of the project.

Draft Long-Range Strategic Vision Statement:

Within the framework of the existing zoning plan of the township, respect the rural heritage of the township and open space by encouraging the development of pedestrian-oriented town and village centers with a strong sense of place along the Route 73 corridor through:

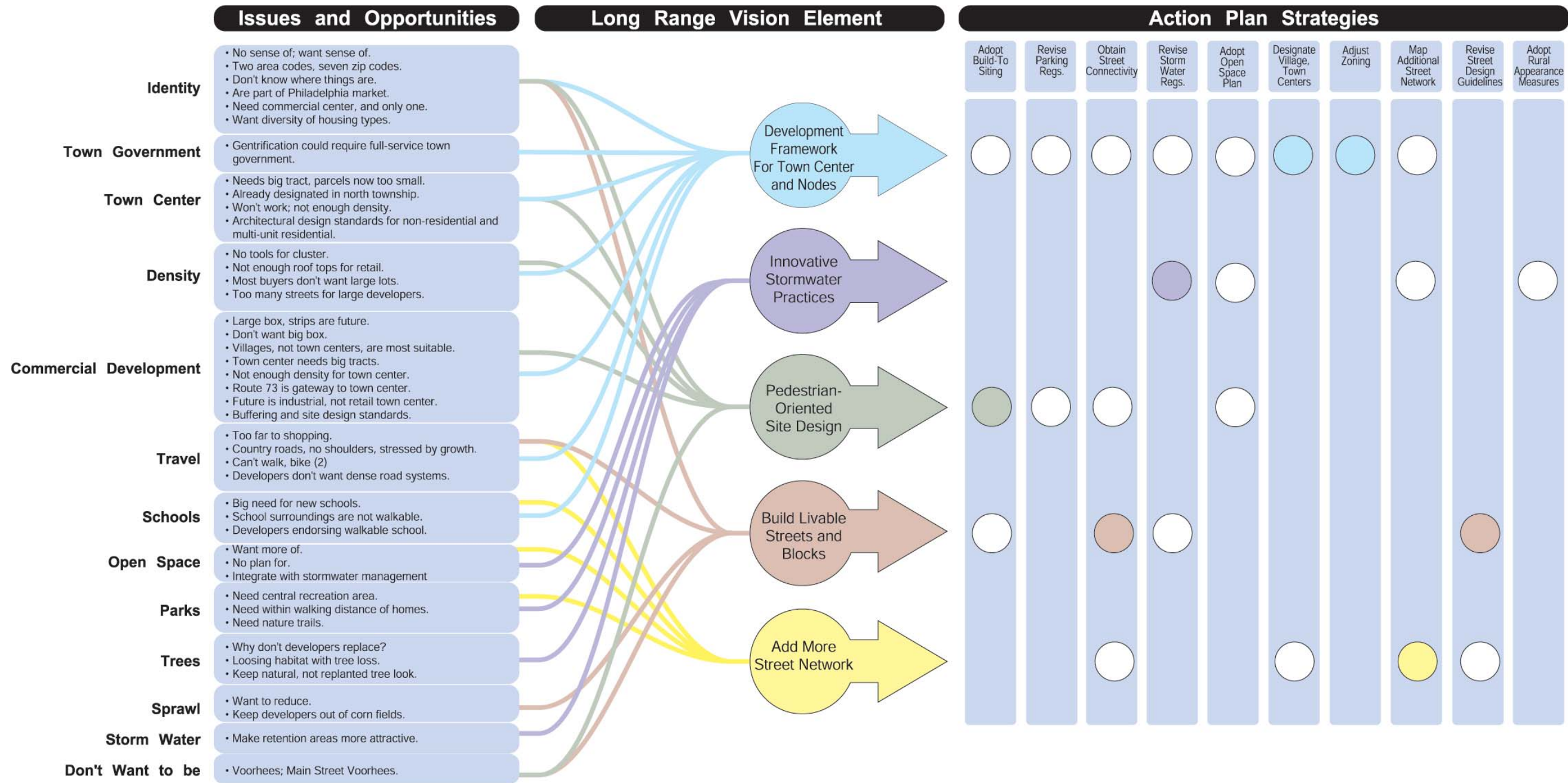
- The development and implementation of a conceptual development framework for the Pinelands Town Center Zoning District and other mixed-use centers;*
- The development and implementation of innovative stormwater management practices that serve as passive open space or parks;*
- The development and implementation of pedestrian-oriented building and site design guidelines;*
- The development and implementation of livable street and block design guidelines; and*
- The expansion of the existing public street network and construction of complementary new roads to encourage multi-modal transportation (driving, transit, biking, and walking).*

Issues/Strategies Analysis

Key issues and challenges identified by stakeholders are grouped and summarized on the left-hand side of this diagram. Next, the long range vision statement elements are listed and associated with the issues and opportunities.

The strategies that translate the "vision elements" into town actions are identified in the matrix in the right-hand side of the diagram. These strategies are then discussed in further detail, throughout the remainder of this report. Shaded circles denote higher priority strategies, while the open circles indicate complementary actions that will help realize each element of the vision statement.

Note the high degree of interrelationship between issues and the strategies that address them. Most issues are addressed by several vision elements, which in turn translate to multiple strategies. Thus, most issues are ultimately addressed by several of the recommended strategies. Conversely, each recommended strategy accomplishes a number of vision elements, and therefore addresses a number of different issues. The chart gives a graphical idea of the most effective measures; they are the ones that advance multiple vision elements and therefore address the greatest number of issues.



Adopt Build-To Commercial Building Siting

This simple site plan regulation action, which requires that commercial buildings be located on or near the street right-of-way line, is absolutely essential to the character of all levels of center - town center, village center and rural hamlet. Without the build-to requirement, no amount of other amenities - buffering, architectural design reviews, landscaping, etc. - will provide the desired "smart growth" environment. Conversely, the build-to requirement alone, even in the absence of many of the supporting amenities, will in itself provide most of the desired village qualities.

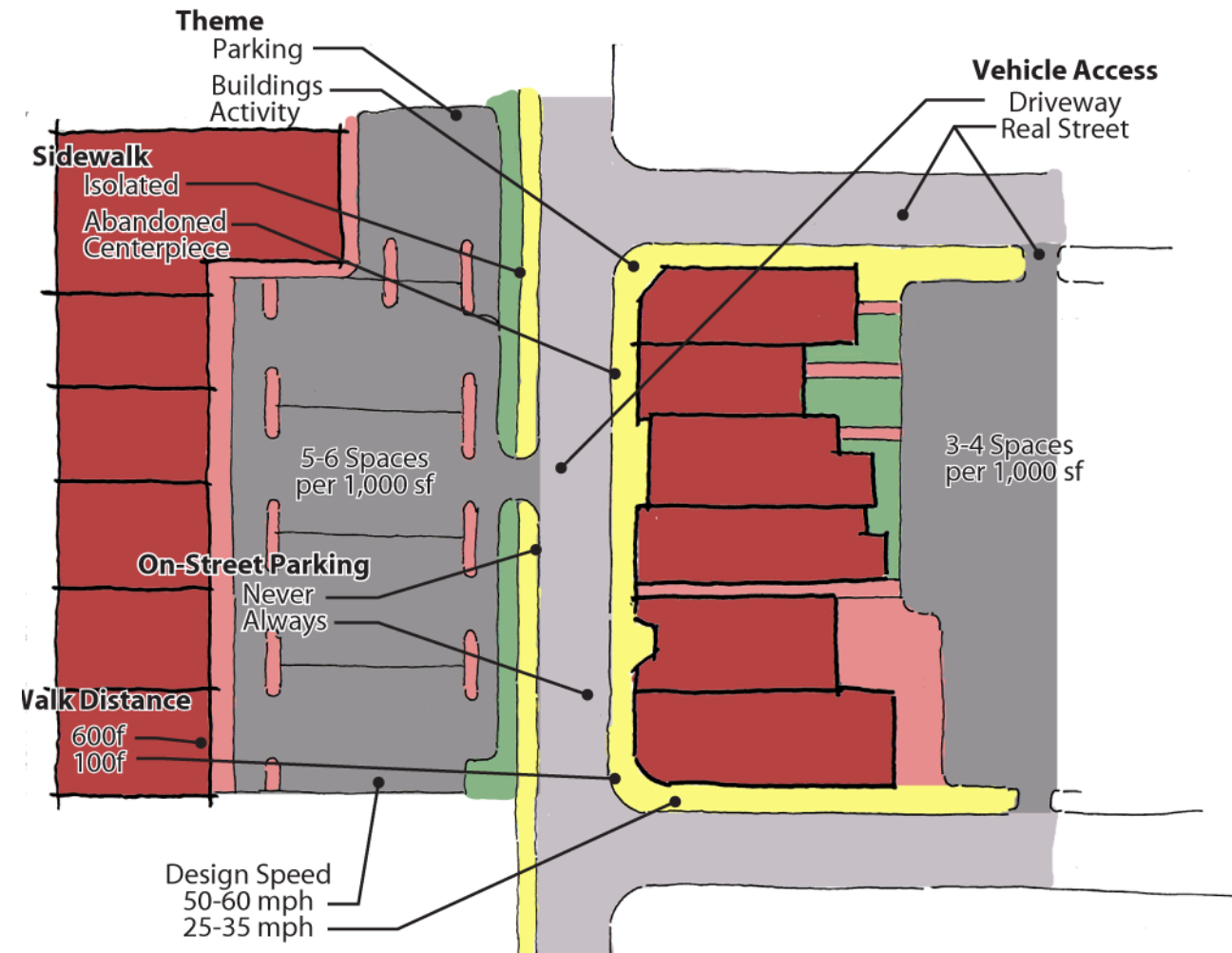
The build-to ordinance assures the presence of the single most important characteristic of towns and villages; namely the arrangement of destinations in a valuable civic pattern, rather than a pattern dictated by the speed and convenience of automobile access.

With buildings placed forward, walking distances between building entrances decrease below the 500-foot threshold for convenient walking. Further, the environment for this walking is along attractive streets fronted by buildings. Under conventional building layout, building entrances are almost always separated by distances greater than the 500-foot threshold. Further, these longer distances are comprised of parking lots and multi-lane arterial streets, two of the most hostile environments imaginable for walking.

Buildings placed forward on the site bring a sense of enclosure to the street, a prime characteristic of towns and villages. Conventional development, with the buildings deeply set back, on the other hand, provides no sense of enclosure. The pattern of driving and parking activity is fundamentally different in the building-forward arrangement, compared to the conventional sprawl arrangement. With buildings forward and parking consolidated toward the rear of buildings, visitors no longer attempt to park on the premises of their final destination and make repeated driving trips between destinations within the same town center. Rather, drivers accept a parking space at any of a number of comparable locations, and make an extended "walking" tour, visiting multiple destinations from a single parking space. The result is a greatly reduced need for parking spaces, fewer vehicle trips and less vehicle miles of travel within the town center.

The building-forward design is inherently favorable to business, particularly small retailers. Typically, the most burdensome requirement, for businesses (new, expanding, relocating, etc.) in a town center is providing parking. In conventional suburban layouts, with no possibility of walking between destinations, local codes typically require that all of the parking for a given destination be contained on the premises of that destination. Further, the parking requirements are generally sized to not only accommodate the daily peak or parking demand for that individual destination, but also the annual peak. The result, therefore, is a parking requirement, for mixed-use commercial areas, of 5-6 spaces per 1,000 square feet. Not only is this quantity of parking burdensome for the businesses involved, but it becomes almost impossible to provide in an arrangement that preserves the qualities of the town. Inevitably, providing 5-6 spaces per 1,000 square feet results in parking lots becoming the dominant feature of the site, as seen from the road or any other viewpoint.

The retail exposure to passing traffic (a primary measure of effectiveness of retail areas) is vastly better if buildings are arranged forward, rather than rearward. With buildings forward, the entire building frontage is within the 20 degree vision cone of



Comparison, Conventional Vs. Build-To Development



Conventional



Same Use, Build-To Siting

the passing driver; with buildings rearward, the building is not visible within this vision cone. With buildings arranged forward in a solid street front or road front, the "impression" on the passing motorist is continuous and first-hand; motorists see and even look into the final destination. With buildings rearward, buildings are not only removed from the 20 degree vision cone, but also become sporadic, rather than a continuous building front. Further, since the interior of the building (and usually the building itself) is no longer visible from the street, the site must rely on "secondary" ways of communicating, such as signs, logos, streamers, bizarre building shape, and so forth.

Examples of Build-To Siting



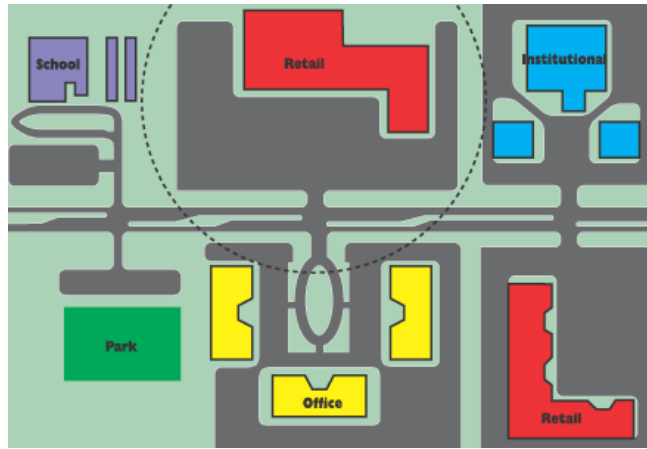
Crossroads Hamlet Retail



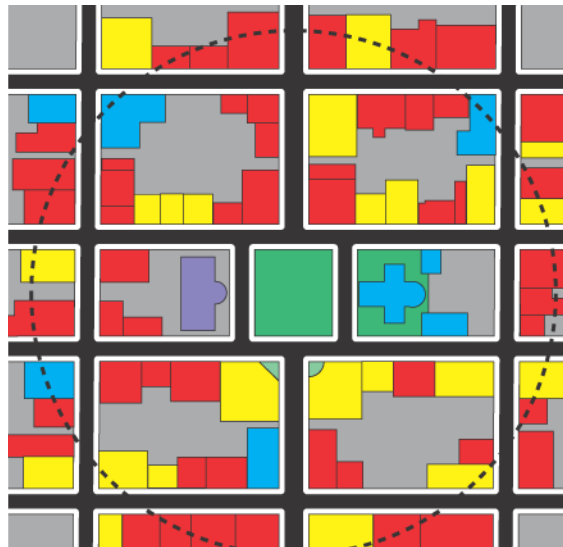
Grocery Store



Gas Station/Mini Mart



Conventional siting: mixed use, but nothing within 500 feet



Build-to siting: same uses, but everything within 500 feet

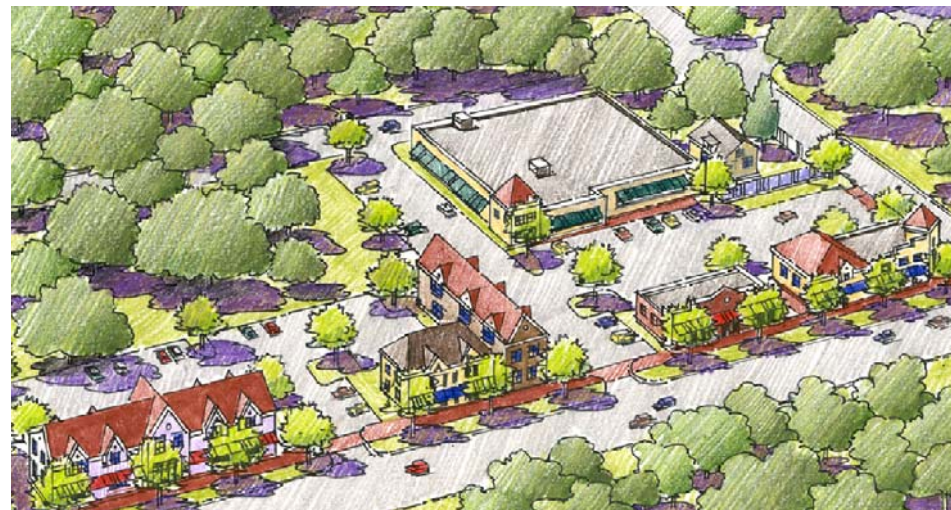
Concerns and Solutions

Site developers frequently argue (sometimes strenuously) that "modern retailing" such as chain drugstores and banks, does not lend itself to a build-to building siting because of the need for parking, drive-thru service windows and so forth. However, the build-to site configuration does not diminish, in the least, any of these "modern" requirements of site design. To the contrary, meeting two of the most pressing auto related needs - parking and access from the street is generally enhanced, not diminished by the build-to requirement.

Legal action, on the part of developers or their would-be tenants, is occasionally threatened, typically on the argument that the build-to requirement is "depriving" the owner of the ability to use the land to its maximum value. This threat is rarely pursued, due to the likelihood of it being dismissed since the build-to requirement cannot be shown to produce any detriment to business advantage. To the contrary, consistent application of the build-to requirement will produce a superior, and therefore more valuable, business environment for all owners involved. Further, the large number of build-to requirements now successfully in effect throughout the U.S. is daunting to a protesting site owner considering legal action.



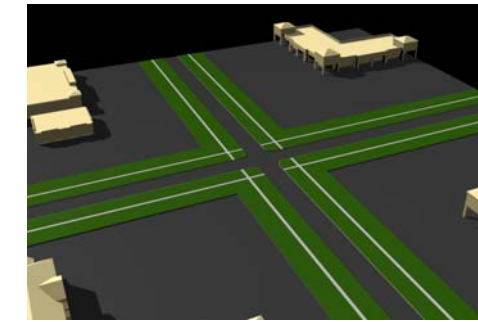
Before: Roadside Strip; parking dominates view; no shared parking; no walking environment



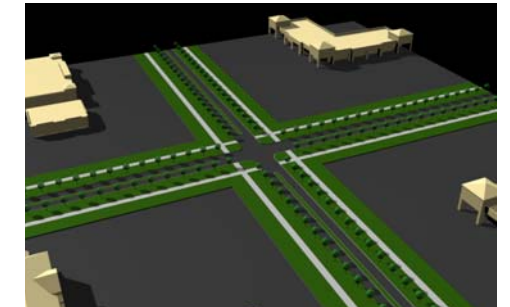
After: New buildings sited on street; old businesses remain; village buildings dominate view; sharing parking; superior walking environment

Another threat often made in response to build-to requirements - that the business will abandon the proposed site and locate outside the town - is seldom credible. More often than not, protesting businesses are committed to developing on the originally intended site, and will comply, perhaps grudgingly, with the build-to requirement.

Proximity to the street, and therefore to noise, vibration, fumes, salt spray and so forth, is sometimes cited as an argument against the build-to requirement. However, this concern is addressed by a proper street design with on-street parking, thereby buffering the building and its sidewalk by parked vehicles. Also, current building code requirements for soundproofing, insulation and so forth greatly mitigate the noise, fume and vibration impacts of passing traffic. Finally, some variation in setback is possible (up to ten feet), giving businesses some option in removing themselves from the street.



Typical crossroads commercial; view dominated by parking lots



Streetscape by itself does little to change character



Character starts to change when next generation of building fronts the street



Opportunities for important public space become self-evident

Recommended Actions

Adopt the simple requirement that the maximum setback for commercial buildings be no greater than five to thirty (5-30) feet from the front property line. Specifically exclude any vehicular accommodation (driveway, drive-in window, parking, etc.) from the space between building and sidewalk. Require doorways onto the street or, if on the side of building, within a short distance (less than 30 feet, for example) of sidewalk. Make the build-to requirement applicable to all commercial and retail sites, whether in designated town/village centers or outside of them. Apply the regulation to all types of commercial and retail activity, including "big box" sites. Detailed ordinance language is presented in Appendix A.

Revise Parking Regulations

Current site plan regulations for Winslow Township require that new commercial development provide a designated number of parking spaces (the parking "ratio") for each thousand feet of building floor area. While intended to assure an adequate supply of off-street parking in support of new growth, these regulations, in actual practice, are producing unintended consequences. Foremost among these are the large number of spaces required, since the parking ratios reflect the maximum number of spaces needed during peak period for that particular user, leaving the user with many unused spaces throughout most of the year. Another unintended consequence of the current regulations is the inability for neighboring destinations to share their parking. Rather than promoting shared parking, and consequently a reduction in total number of spaces, the regulations tend to foster parking that is dedicated exclusively to the retail destination. Any sharing of this parking is out of the question, because of the excessive walking distances between destinations (partly as a result of the parking itself) and further by the design of the parking that signals, to the driver, that sharing is not welcome and in some instances prohibited outright.

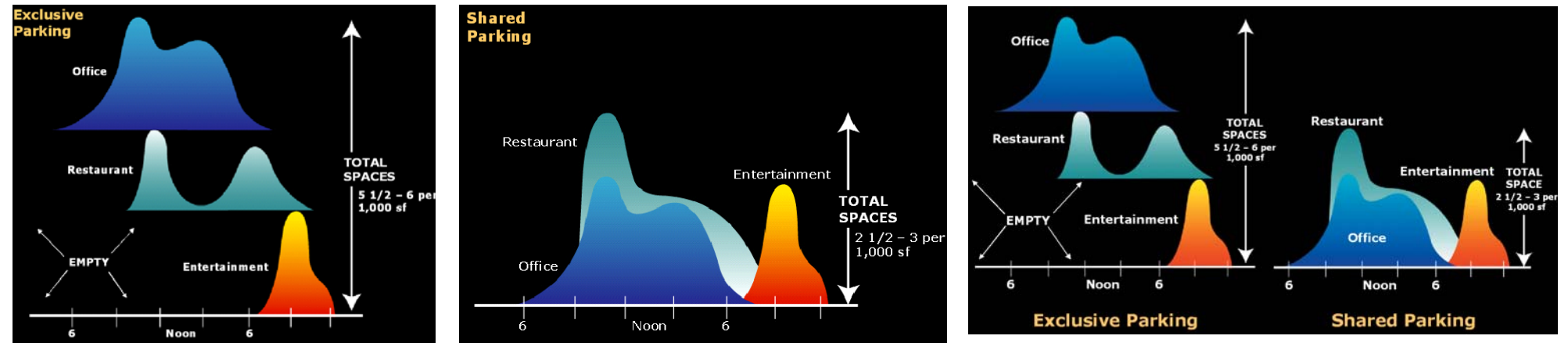
With all parking self-contained on the premise of the final destination, the parking need is typically 5-6 spaces per thousand square feet of building area, as each individual site attempts to provide not only for its daily peak need, but even its annual peak need. At this level of parking supply (i.e., 5-6 spaces per thousand square feet), the parking areas become the dominant feature of the view from the road, and it is practically impossible to design sites otherwise.

With shared parking, in a town center or village center, the combined need for parking reduces to 3-4 spaces per thousand square feet of commercial building floor area. At this level of parking demand, parking can be easily concealed behind buildings fronting the street, or contained in small "vest pocket" parking lots, occupying only small amounts of street frontage and therefore largely concealed from the view from the street.

For all town and village districts, it is recommended that the township modify the minimum parking requirements to 60% of the existing levels. For example, Winslow's current ordinance requires one space for every 400 square feet of rentable office floor area and one space for every 250 square feet of retail floor area. These requirements should be changed to approximately one space every for every 650 square feet for office and one space for every 400 square feet for retail. Further, it is recommended that the township, at the subdivision site plan approval process, require full cross-access easements across all commercial parking. It is recommended that, as part of the site plan approval process for commercial land uses, the applicant prepare an analysis of the potential for shared parking with other existing or committed projects within reasonable walking distance.

Two other proposed actions are highly interrelated with the revision to the parking requirement. The "build-to" building siting requirement is a key factor in properly locating parking for smart growth, and is a key prerequisite for successful joint use of parking. Forming new blocks, bounded by real streets, as part of the subdivision approval process is also a key factor in creating the street network essential to shared parking.

Detailed ordinance language is presented in Appendix A.



Shared parking can be completely hidden from view in typical town center. Retail buildings fronting on street and bordering higher-density housing surround the parking area.

Obtain Street Connectivity Through Subdivision Regulation

Connectivity, both external and internal, makes it possible for most travel for daily needs to be made on the local street system, without being channeled onto major roads. The resulting smaller street size, lower driving speed, decreased impact on fronting properties, improved driving experience, multiplicity of driving routes, reduction of travel on arterial highways, and variety of pedestrian and bicycle routes directly advance the vision goals of "preserving rural character" and fostering "pedestrian-oriented" development..

Challenges and Solutions

Better connectivity requires more route-miles of street. On the other hand, well-connected streets should be smaller and simpler in design than those called for by current guidelines (see "Revise Street Design Guidelines" Action).

Isolated subdivisions may not have adjacent streets to join, thereby creating "stubs" that prove to be politically impossible to connect in the distant future. The answer is the mapped system of framework streets (see "Map Additional Street Network" Action).

Subdivision applicants may claim that connectivity requirements are "depriving" them of the ability to use the property to the best advantage. However, connectivity produces public benefits that overwhelm whatever private advantages are claimed. Further, connectivity is, in many respects, a device for minimizing the "exporting" of costs of development from a particular subdivision to the public at large. This "exporting" of development costs is a major cause of residents' dissatisfaction with new growth.

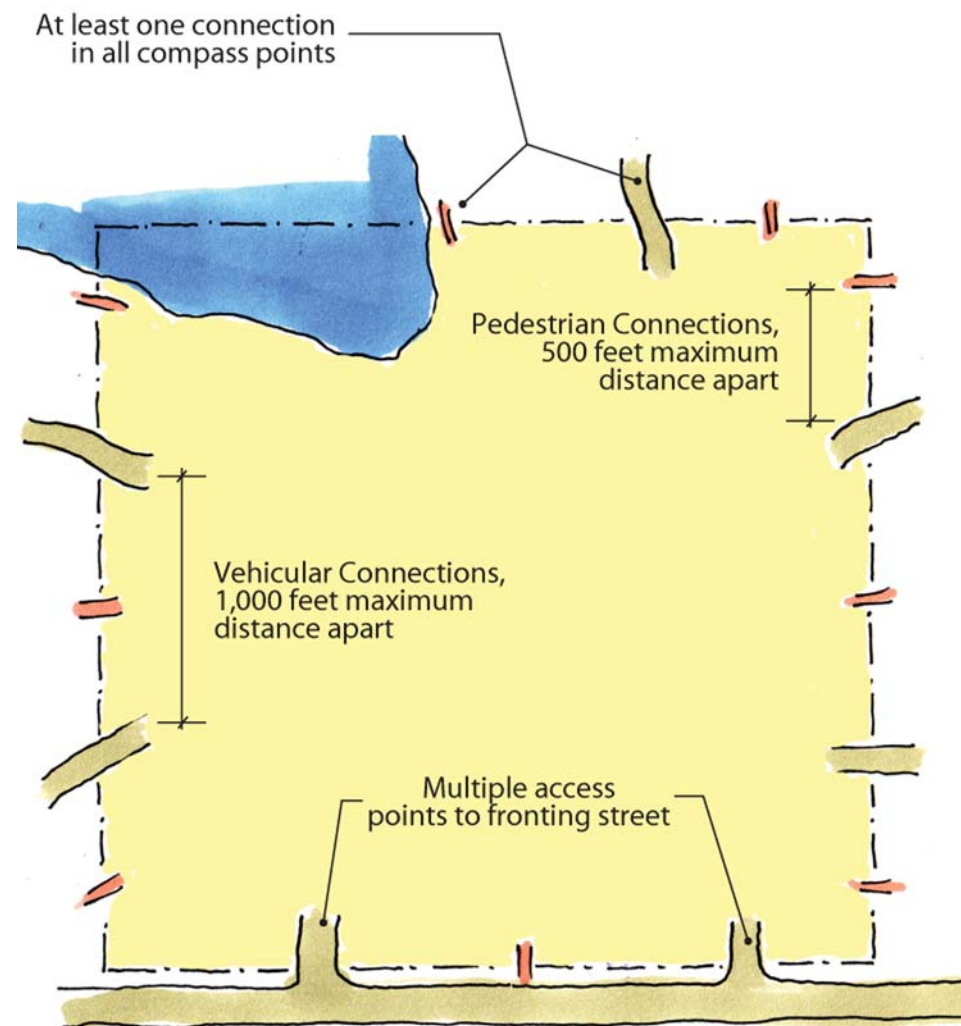
A simple, fair and very effective device for assuring a desired level of street connectivity is the connectivity index. This is the simple ratio of the number of street links (road sections between intersections and cul-de-sacs) divided by the number of street nodes (intersections and cul-de-sac heads). The illustration provides an example of how to calculate the index. Street links on existing adjacent streets that are not part of the proposed subdivision are not included in the connectivity index calculation.



• Links: 11
 *Nodes: 9
 Connectivity Index = $11 \div 9 = 1.22$

Any residential development shall be required to achieve a connectivity index of 1.2 or greater unless the town determines that this requirement is impractical due to topography and/or natural features. In the event that this requirement is waived, a six (6) foot pedestrian trail shall be provided to link any dead-end streets within a residential development in which the required connectivity index has been waived.

All non-residential development shall be designed to allow for cross access (both vehicular and pedestrian) to compatible adjacent properties to encourage shared access points on public or private streets. This requirement may be waived if the town determines that cross access is impractical.



The proposed public or private street system shall be designed to provide vehicular interconnections to all similar or compatible adjacent uses (existing and future). Such connections shall be provided approximately every 1,000 linear feet for each direction (north, south, east, west) in which the subject property abuts similar or compatible uses. If the common property boundary in any direction is less than 1,000 linear feet, the subject property will be required to provide an interconnection if it is determined by the town that the interconnection in that direction can best be accomplished through the subject property. When the town deems a vehicular connection impractical, it can increase the length requirement and/or, require pedestrian connections.

Require External Street Connectivity

Require that subdivisions connect with the external "framework" street system at intervals not to exceed 1,000 feet along the perimeter of the site. Further, require that subdivisions connect to the designated framework street system in all four major directions. Require connection for non-vehicular travel at intervals not to exceed 500 feet along the perimeter of the property. Although often called a "grid," the arrangement of the highly connected network can take many forms, only one of which is the rectangular block pattern. Regardless of pattern, the important feature - connectivity of streets - is accomplished. At dead-end streets, serving properties at the subdivision border, require that pedestrian connection (or right-of-way for pedestrian connection) be provided from the cul-de-sac to the subdivision boundary. Exceptions: topographical constraints (wetlands, streams, etc.) and limited-access highway right-of-way.

Internal Connectivity

Adopt a connectivity index, defined as the ratio of street links to nodes (intersections and dead-ends). The connectivity index assures the desired level of connection for walking trips, and also assures that traffic is well dispersed over the street network, rather than being focused onto a few links. At the same time, a connectivity index gives the site developer a wide degree of latitude in laying out the street system. The connectivity index allows for a reasonable number of dead-end streets ("cul-de-sacs"), leaving their placement and design to the discretion of the site developer.

In computing the connectivity index, include all internal intersections and dead-end street endings. (cul-de-sacs) as a node. Also, count, as a node, intersections with existing streets. Count as links, all segments of streets between nodes as defined above. Street lengths extending to the subdivision boundary, and intended to connect with future streets in adjacent subdivisions, are counted as one-half of a link.

Guidelines for connectivity index are:

- For subdivisions of less than 100 dwelling units: minimum connectivity index of 1.1.
- For subdivisions of 100 through 500 dwelling units: connectivity index of 1.25.
- For subdivisions of more than 500 dwelling units: connectivity index of 1.3.

Detailed ordinance language for connectivity is presented in Appendix A.

Revise Stormwater Regulations

Comprehensive Stormwater Management - Problems, Options, and Regulations

The Pinelands Comprehensive Management Plan has served to protect many thousands of acres from the impacts of development through re-direction of new development into growth areas. But the good news of conservation also has been accompanied by the bad news of a variety of environmental impacts occurring as the result of this growth area development. Although both the Pinelands Commission itself and the New Jersey Department of Environmental Protection (NJDEP) have enacted regulatory programs (discussed below) to help minimize these adverse effects of development, growth area municipalities such as Winslow Township have both suffered from problems associated with unsightly and unsuccessful stormwater management systems and other elements of growth infrastructure such as massive wastewater management collection and treatment systems that drain critical aquifers and discharge polluted effluents.

Advances in technologies and development of an evolving array of Best Management Practices or BMPs are dramatically improving stormwater management, as part of "smart growth" planning. The "D" words of Development and Density no longer need to be equated with Disaster in terms of stormwater and other infrastructure. Smart growth means smarter stormwater management techniques which maintain hydrologic balance and minimize pollutant loadings. Smart growth means smarter wastewater management which recycles wastewater effluents, utilizing nutrients such as phosphorus and nitrogen in the process. Smart growth means conservation-oriented water supply which can be sustained and balanced over the long term. In short, with the application of new techniques in all of these areas, more land development can occur with significantly less impact.

Curiously, although innovations in technology have revolutionized so much of the world in the last 30 to 40 years, the building industry has lagged in its approach to land development infrastructure. Stormwater and wastewater practices in so many New Jersey municipalities in 2003 remain remarkably similar to practices 40 or more years ago. A major impetus for change has certainly been the emergence of requirements as set forth by the Pinelands Commission, and more recently by NJDEP (see discussion below), in response to the new NPDES Phase II program requirements pursuant to the federal Clean Water Act. Though these programs are not without their bureaucratic flaws, both NJDEP and the Pinelands Commission have been leaders in stormwater management nationwide and deserve credit for innovation.

Reasons for the Problem

Special regulations and management notwithstanding, many stormwater management systems have become problem-prone eyesores, even with the extra scrutiny imposed by the municipalities themselves as well as the State and Pinelands



Commission. A common complaint registered against so many stormwater management systems is an aesthetic one: they quickly deteriorate and become ugly

blemishes on the landscape. To some extent, the problem can be related to the fact that stormwater management typically takes the form of some sort of highly centralized basin squeezed into whatever site area is leftover after the building program has been fully planned out and accommodated on the site. As such, locations of the conventional stormwater basins are often less than ideal and something of an afterthought, emerging in visually prominent positions such as major entrances or open space. Rarely are the stormwater systems carefully integrated into overall site design, reflective of optimal locations from either a functional or aesthetic perspective. Rarely is stormwater management even taken into consideration up front in the site design process.

As a consequence, many stormwater management systems do not work as intended. Managers now recognize that stormwater management means not only control of peak rates of runoff, but also control of total runoff volumes, with control of groundwater (and aquifer) recharge as well. In so many cases, we've seriously imbalanced the water cycle and significantly increased runoff and downstream flooding through peak rate-focused detention basin systems. The corollary losses in infiltration and recharge then translate into depleted wells, streams, wetlands, and other critical water features when the rain stops.

Closely linked to the water quantity management issues is water quality, best served by preventive approaches as well as mitigative practices which are optimized through soil- and vegetation-based infiltration practices. So often these comprehensive objectives of groundwater recharge and water quality are not being achieved, either by design or by accident. Systems malfunction, which in turn creates eyesores such as clogged outlets, reduced infiltration, eutrophic standing water that quickly degenerates into potential mosquito breeding pools. Because of their



Excessive land disturbance



Ineffective stormwater management

unsavory character which has emerged over time, added security measures are typically taken to prevent or at least minimize human interaction and contact with stormwater basins. Unsightly chain-linked fences are installed around basin perimeters, making them even more foreboding. Stormwater grows even uglier.

Maintenance requirements, whether imposed by homeowners, homeowners associations, or the municipalities themselves, mount. Even under the best of conditions, the natural tendency is to cut maintenance short. As various malfunctions increase, maintenance requirements increase rapidly, and problems (and their costs) snowball.



Constructed wetlands maintain water quality and can be aesthetically pleasing.

Comprehensive Stormwater Management Options

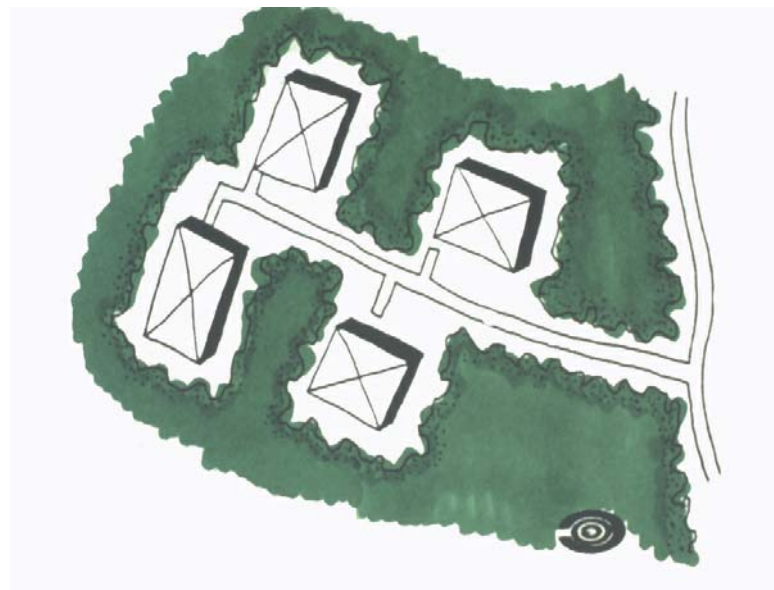
Option Set 1: Preventive Nonstructural Conservation Design and Low Impact Development

Through optimal blends of preventive nonstructural site design approaches and mitigative structural practices, higher density development can be accommodated with substantially reduced stormwater and other impacts, provided that basic water quantity and quality principles are respected. The rapidly emerging Smart Growth sub-fields of Conservation Design and Low Impact Development (concepts sometimes used interchangeably) are showing us that through applying a number of conservation-oriented low impact site design approaches, significant stormwater generation can be prevented.

First, minimize total site disturbance; maximize preservation of undisturbed site soils and site vegetation, even as the building program (such as number of dwelling units or commercial square footage or other building activity) is held constant. Typically, minimizing disturbance can be achieved through any number of clustering techniques and, more broadly, through Neo-Traditional (or New Urbanist) site development. These approaches to site design usually entail considerably reduced setbacks which allow for reduction in lot size and total amount of land area "consumed" by any particular building program, though not a reduction in the building program itself. Municipal ordinances should define Minimum Disturbance/Minimum Maintenance provisions compatible with the physical characteristics of the municipality together with the type of development being accommodated. When maximized, Minimum Disturbance/Minimum Maintenance also translates into a **reduction in the artificially maintained landscape with application of fertilizers and pesticides**, significantly reducing non-point source water quality loadings year after year. Areas of undisturbed vegetation can then be used as part of the active stormwater management plan itself.

Stormwater generation can be reduced by **minimizing the creation of impervious cover**, as well as site disturbance. Consider vertical development, compatible with new-traditional multi-story town themes, featuring retail shops and office and apartment units located in upper floors, where feasible, in contrast to one-floor big boxes. The same building programs can be accommodated with less impervious cover, less stormwater generated. Downsize and "skinny" the street system, where appropriate, avoiding oversized subdivision road system with 30-foot wide streets on small residential cul-de-sacs (e.g., the "green" street systems as advocated by the Center for Watershed Protection). Use vegetated circles that reduce impervious area and incorporate vegetated stormwater management treatment at the same time, as well as downsized turnaround. Use shared parking with the correct blend of uses; consider use of maximum parking ratios, not minimums. Structured parking, though costly, means less disturbance, less impervious areas, less stormwater generation.

Another nonstructural method of **preventative stormwater management is to protect areas that provide water quality benefits, including vegetated areas near waterbodies** that are particularly susceptible to erosion and sediment loss. Finally, engineers should design to minimize the decrease in pre-construction time of concentration. Reduction in the time of concentration will result in stormwater leaving the site faster and in greater quantity resulting in higher peak flows in the receiving waterbody. Any decrease in the time of concentration must therefore be minimized to control the negative impacts downstream.



Preserve existing site vegetation...

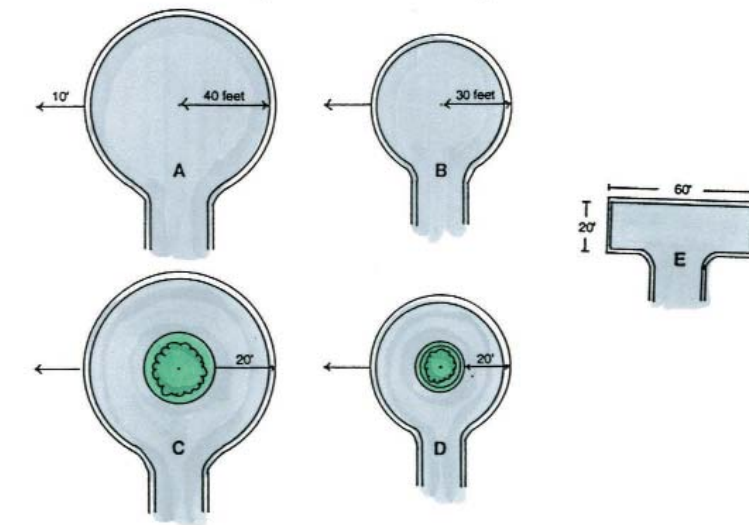


...through minimum disturbance/maximum maintenance...



...at both residential and commercial sites...

Five Turnaround Options at the end of a Residential Street



Reduce paved and other impervious surfaces...



...with an array of low impact development techniques.



For aesthetic and functional stormwater management.

Comprehensive Stormwater Management Options

Option Set 2: Mitigative and Structural

Stormwater cannot be totally avoided; some disturbance, some impervious surface is going to result as development occurs, even if preventive approaches are embraced thoroughly. The More with Less philosophy also translates into a broad array of innovative practices which mitigate both stormwater quantity and quality impacts through reliance on structured soil- and vegetation-based systems.

To make this work, the first critical step is a thorough **site analysis** which identifies areas of site stormwater management opportunity and areas of site constraint. Site soils and vegetation play an important role in this analysis and indicate where opportunities for infiltration, the optimal management approach for both water quantity and quality, can occur. All else being equal, this **infiltration** should be integrated into the overall site plan in a way that is as **decentralized and distributed** as possible, occurring as close to the source or point of generation as possible.

In lower density residential subdivisions, stormwater may be directed into landscaped recharge gardens (also called rain gardens); these vegetated recharge gardens can be integrated into higher density applications and provide attractive landscape features which accomplish stormwater objectives as well. Stormwater can be directed along vegetated swales - vegetated open channel conveyance systems - avoiding curbs and gutters, and diverted into level spreading berms on contour, carefully threaded through wooded areas.

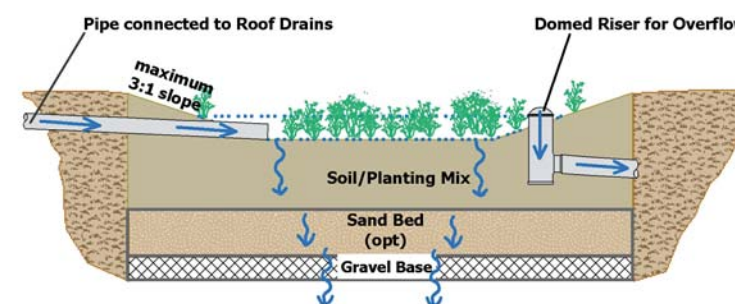
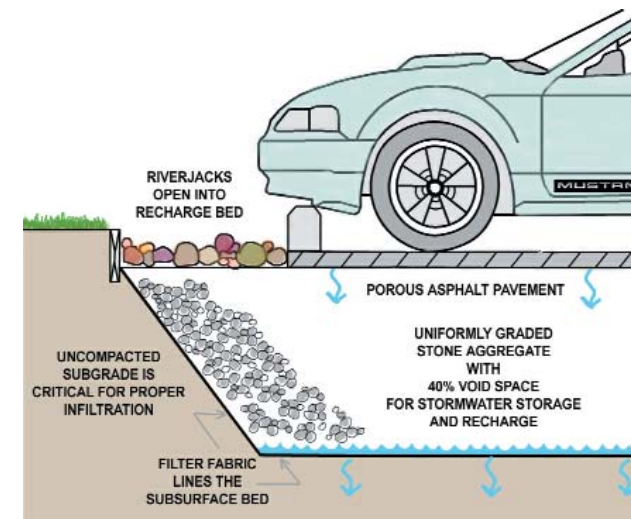
In higher intensity commercial areas, stormwater management may take the form of infiltration chambers located beneath porous-paved parking lots; parking areas not only accommodate their own stormwater but also can receive runoff from building roof areas and other paved surfaces. Where more centralized management cannot be avoided, subtle and shallow basins planted with appropriate wildflower mix can be integrated into infiltration-conducive areas in the site. If natural conditions prohibit infiltration, wet ponds, properly designed and engineered and enhanced with wetland vegetation (i.e., constructed wetlands), offer water quality treatment; these wet pond features can add significant aesthetic value to the overall development, though must be large enough to sustain a successful aquatic community.



Use both soil and vegetative-based “structures,” such as these recharge or rain gardens



Use vegetated swales and filter strips for quantity and quality control.



Geotextile fabric must line the bed to prevent groundwater contamination. Sand bed and/or gravel base are optional features that depend on existing soil conditions.

Porous pavement over recharge beds optimize site use with excellent environmental performance.



Integrate stormwater elements into site design, close to the source...

Comprehensive Stormwater Management

New Jersey Regulatory Issues

Poor stormwater management has increased pollution in surface waters and groundwater and made droughts and flooding more severe. This has been recognized as a significant problem at the state level. Accordingly, NJDEP has proposed new regulations - that NJ townships can adopt at minimum - designed to better protect water quality and quantity. These Stormwater Management Rules (N.J.A.C. 7:8 available online at http://www.state.nj.us/dep/watershed-mgt/DOCS/BMP_DOCS/stormwater_management_plan.pdf) recommend and require both structural (preventative) and nonstructural (mitigative) stormwater management strategies as discussed in Option Set 1 and Option Set 2, above. **The guiding principles for comprehensive stormwater management outlined and discussed above are reflected in the new state regulations.**

The new rules aim to improve performance objectives and methods of mitigating the negative impacts of post-construction stormwater runoff with the intent to require implementation of better site design techniques that prevent disturbances through use of nonstructural stormwater strategies or Low Impact Development. In addition, the new regulations include design and performance standards developed for groundwater recharge and stormwater runoff quantity (volume) control. For example, N.J.A.C. 7:5.4(a)2 provides two options for satisfying the recharge performance standard. First, maintain 100% of the average annual pre-construction groundwater recharge volume for the site. Second, infiltrate the net increase of the 2-year stormwater runoff volume from pre-construction to post-construction. (Note: Not all of DEP's proposed requirements are more stringent than the Pineland's CMP; in such instances, the CMP's requirements will still need to be met.)

Pursuant to the New Jersey Stormwater Management Act N.J.S.A 40:55d - 93 to 99, every municipality in the State is required to prepare a stormwater management plan and a stormwater management ordinance to implement that plan. Details and general requirements for Stormwater Management Planning are provided in Subchapters 2, 3, and 4 of the new state regulations N.J.A.C. 7:8. Regional Stormwater Management Plans on a watershed or drainage area basis are acceptable, provided that the municipalities in the study area adopt the plan and ordinance.

Current stormwater regulations for Winslow Township focus on stormwater rate control and volume control, like most New Jersey municipalities. The new State regulations are refocusing stormwater engineering on volume control and water quality. When the stormwater volume is mitigated, i.e. infiltrated and/or retained, stormwater management facilities can be designed that mitigate peak rates of runoff for even the larger storms. By designing facilities for runoff volume control, stormwater runoff rates are subsequently managed. The State's Residential Site Improvement Standards will be modeled to reflect the New Jersey Stormwater Management Act.

Given the fact that much of Winslow's Regional Growth Area remains to be developed, the Township is faced with a unique opportunity to consider a regional approach to stormwater management. This is particularly true for the town center and other center/village locations that may be designated along Route 73 as discussed on page 20. The Township should work with the Pinelands Commission

to identify candidate site(s) for regional treatment and potential sources of funding for plan development. Stormwater management can also help further open space preservation goals as described on page 19.

Other techniques that the Township may want to consider to improve stormwater management include:

- Adding a provision to the Township's ordinance to require measures to minimize soil compaction during construction that can contribute to basin failure, including:
 - Cordon off the area where the basin is to be sited to prevent heavy equipment from compacting the underlying soils
 - Excavate the basin with light earthmoving equipment, preferably with tracks or over-sized tires located outside of the basin bottom
 - Deeply till the floor of the basin with a rotary tiller or disc harrow and smooth over with a leveling drag or equivalent grading equipment.
 - Cordon off the finished basin to prevent heavy equipment from compacting soils for the remainder of the construction period.
- Strengthen maintenance requirements by adopting the procedures for infiltration basins described in the New Jersey Stormwater BMP Manual, such as:
 - All infiltration basin components expected to receive and/or trap debris and sediment must be inspected for clogging and excessive debris and sediment accumulation at least four times annually as well as after every storm exceeding one inch of rainfall. Such components may include bottoms, riprap or gabion aprons, and inflow points.
 - Sediment removal should take place when the basin is thoroughly dry. Disposal of debris and trash should be done at suitable disposal/recycling sites and in compliance with all applicable local, state and federal waste regulations.
 - Mowing and/or trimming of vegetation must be performed on a regular schedule based on specific site conditions. Grass should be mowed at least once a month during the growing season. Vegetated areas must also be inspected at least annually for erosion and scour. The structure must be inspected for unwanted tree growth at least once a year.
 - When establishing or restoring vegetation, biweekly inspections of vegetation health should be performed during the first growing season or until the vegetation is established.

- Once established, inspections of vegetation health, density and diversity should be performed at least twice annually during both the growing and non-growing season. If vegetation has greater than 50 percent damage, the area should be reestablished in accordance with the original specifications and the inspection requirements presented above.
- All structural components must be inspected for cracking, subsidence, spalling, erosion, and deterioration at least annually.
- Consider techniques to encourage good practices such providing credit for the nonstructural methods described earlier in this section and alternatives management strategies for potential problem areas or "hot spots" such as locations where petroleum products are loaded and unloaded.

Adopt Open Space Plan and Regulations

In its application to participate in the Pinelands Excellence Program, open space was listed as Winslow's first priority. Emphasizing Winslow's role as a "Gateway to the Pinelands", the Township's Excellence Program application noted the importance of preserving "the basic character of the area" and "protecting the quality and quantity of ground and surface waters and ecosystems in the PRGA". Through the visioning process that preceded the development of this plan, community stakeholders highlighted a number of issues relating to open space, parks and recreation facilities. Among these issues was the feeling that the Township's parks and open spaces are not functioning as community focal points or providing opportunities for community socialization. Also expressed was the further perception that due to a lack of coordinated planning, the parks and public spaces that have been developed are disjointed, fragmentary and do not provide important community linkages or interconnections. Another concern that was raised suggested that there is a sense that while "the Pinelands is all around us" the potential of the Pinelands as an environmental education and recreation resource is largely untapped. Finally, it was suggested that better designed stormwater management basins could function as multi-purpose facilities, providing flood control as well as passive open space, when they are not inundated.

This section of the Action Plan will seek to identify strategies to enhance open space, parks and recreation opportunities for the residents of Winslow Township. These initiatives are organized along a descending scale from the regional strategies to suggested initiatives for individual neighborhoods. Implementation of these recommendations should be coordinated with the recently completed Camden County Open Space Plan that was prepared by the Delaware Valley Regional Planning Commission.

Improving Connections to Regional Environmental Resources

As the map to the right illustrates, the Regional Growth Area is surrounded by significant natural resources. The natural resources include the Mullica River, Hayes Mill Creek, and the Pump Branch Creek, which reach out like so many fingers of the open hand of the Wharton State Forest touching along the entire length of the growth area. However, despite the immediate proximity of such significant resources, there is a sense among some members of the community that these resources are little understood, appreciated or exploited for their potential as recreational/educational resources. There are a number of physical and programmatic improvements that could be undertaken to improve public understanding and appreciation of the Pinelands resource. These include providing opportunities for user/visitor orientation, creating a school-based Pinelands education curriculum, and enhancing opportunities for meaningful direct physical access.

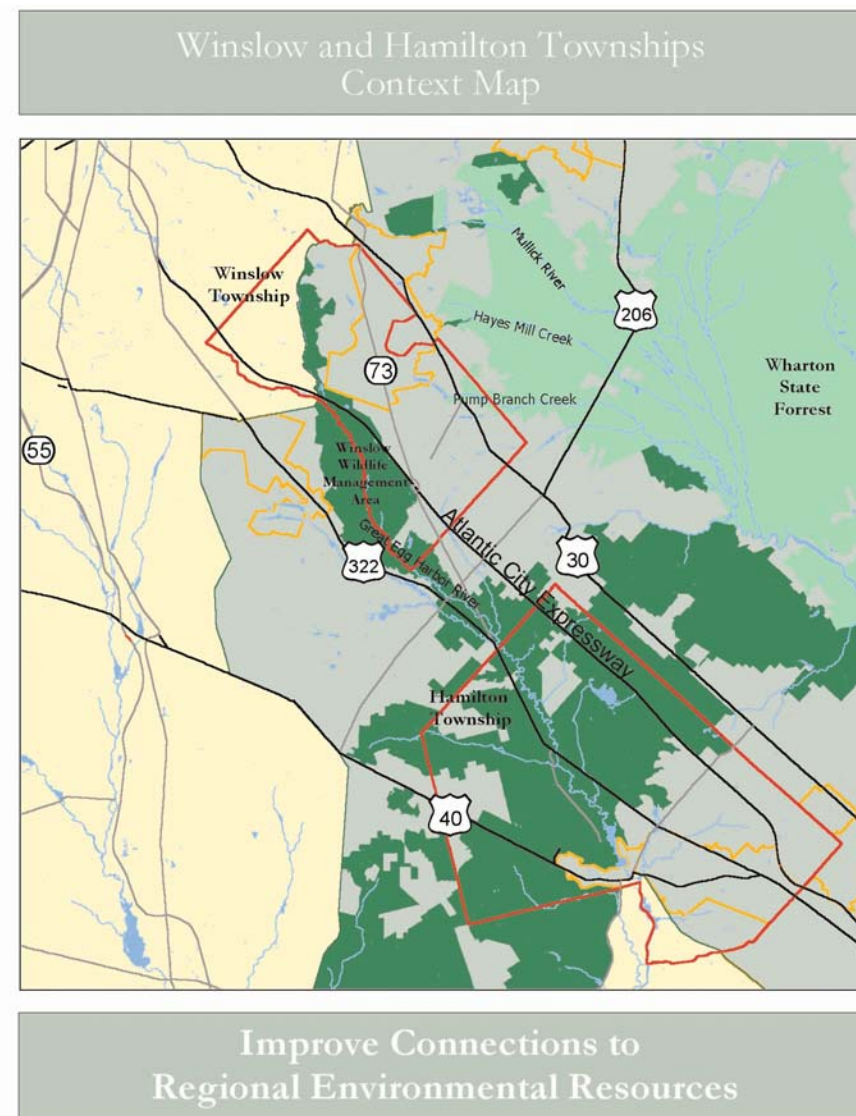
Joint Winslow Heritage Center and Pinelands Orientation Facility

To reinforce and enhance Winslow's role as a "Gateway to the Pinelands", the Township, Camden County, and the Pinelands Commission could work together to develop a Pinelands Visitors Center or orientation facility. The complexity of such a facility could range from a fairly simple "trailhead" type facility with interpretive signage to a staffed educational center providing programming and services. An ideal approach would be for the Township to link the interpretation of its

own heritage with that of the Pinelands. A joint Winslow heritage center and Pinelands interpretive facility could be a significant way to reinforce community identity while linking Winslow to the larger environmental context.

The Pinelands Curriculum

Perhaps one of the least expensive, but quite possibly most effective strategies to better link the people of Winslow to the environmental context of the Pinelands would be to create a local school-based Pinelands Education curriculum. The Pinelands Commission has developed detailed curriculum guides for grades 4-6 and grades 7-8. These guides provide detailed lesson plans for topics and categories of soil, water, fire, people, plants, and animals. The curriculum guides are available on-line at www.nj.gov/pinelands (under Pinelands Educational and Recreational materials) and can be readily integrated into existing school programs (the lessons were designed to meet New Jersey Core Curriculum standards). Proximity to the Pinelands would make field trips, in-class visits by Pinelands scientists and other interactive pedagogical approaches possible, resulting in a potentially rich and stimulating educational experience.



Access and Interpretation

Direct contact with Pinelands resources along with effective interpretation is an essential component of enhancing local understanding and appreciation. While this is an initiative that would primarily be the responsibility of the Pinelands Commission, Winslow should be directly involved in planning any access or interpretation improvements to ensure that they fulfill the potential of achieving strong connections between the Township and the broader environmental context as well as linkages to Winslow's unique history and heritage.

Developing an Open Space and Community Interconnectivity Plan

Focusing on a more sub-regional level, the map to the right suggests three specific conceptual initiatives for strengthening both linkages between the people of Winslow Township and the natural environment.

The Pump Branch Greenway

The wetland buffers along the length of the Pump Branch Creek offer an ideal greenway alignment cutting across the Regional Growth Area and linking a series of existing and future neighborhoods. Though the development of greenway with active uses is not contemplated here, a low-intensity informal recreation corridor (e.g., hiking paths, access for fishing and interpretative displays) would provide the Township with a phenomenal recreational asset and begin to weave together some of the isolated neighborhoods that are located in this area of the Township. The greenway could be achieved by allowing the wetland buffers to be included as part of a development's open space requirement, and dedicating this open space as a public amenity through a recreational easement. The easement, maintenance, and improvement responsibilities could rest with or be shared by the Township, the County, or the State.

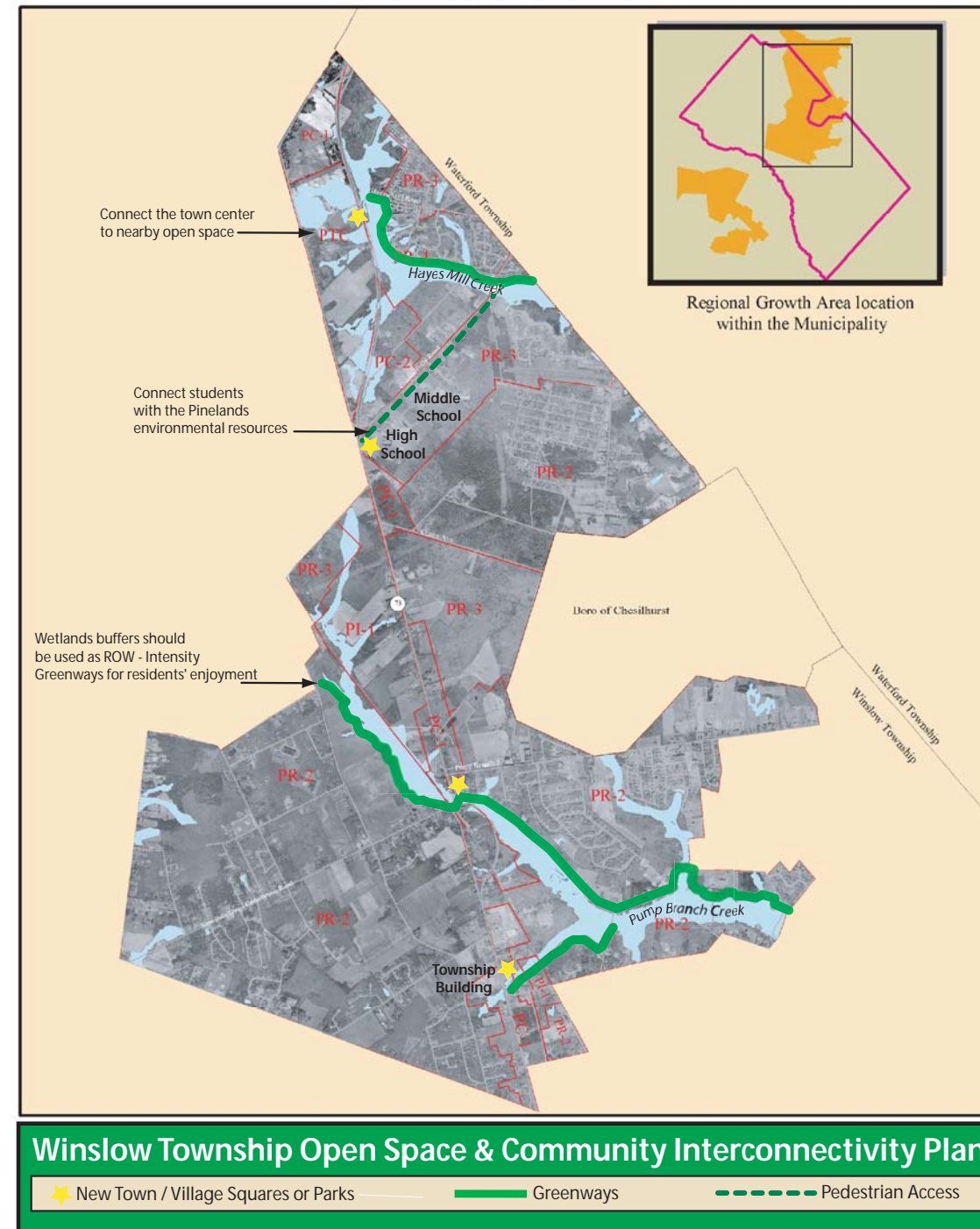
The School-to-Pinelands Trail

An initiative that could be developed in conjunction with the "Pinelands Curriculum" suggested earlier, would be to create a trail along Coopers Folly Road that links the Township's educational facilities to Pinelands resources via a greenway along the Hays Mill Creek. Obviously, the trail would serve a number of functions including enhancing pedestrian accessibility in the area of the Township schools and improving community interconnectivity to West Atco via a southward trail spur. The extension of other linkages from this initial spine could serve to further interconnect neighborhoods throughout the growth area and make walking and biking to school more feasible.

A "Green" Town Center

Considering that the Town Center Zoning District appears to contain a significant amount of wetlands and that it adjoins an environmentally sensitive area, a cutting edge development approach may be to make it South Jersey's first "green" town center - incorporating green design techniques - both in terms of site layout and orientation and building design. This approach could raise the regional and statewide profile of Winslow Township and generate significant civic pride. A green town center would also be the ideal location for a Pinelands visitor center or orientation facility and possibly the setting for local Eco-tourism. At the very

least, connecting the Town Center to nearby open space could result in a very unique physical environment for the area that would distinguish it from other more conventional commercial areas.



Public Space in the Town and Village Centers

A concern that was raised frequently by community stakeholders regarded the lack of community focal points and gathering places - the "centers" and spaces in which community life occurs. To address this concern very specific revisions have been recommended later in the Action Plan to the zoning regulations of the Town Center District. These revisions include specific design guidance requiring the development of a hierarchy of public spaces in the Pinelands Town Center District, ranging from a town square or green to neighborhood parks for residential areas. The planning and design of new public spaces cannot be left to the whim of private developers or to the vagaries of the market place. To achieve meaningful and useful civic spaces, detailed guidance must be provided, including the size, location, orientation, and design of these facilities. Moreover, ownership and maintenance responsibility must be carefully considered to ensure that new park spaces are truly public and adequately maintained.

Neighborhood Parks and Open Space

Increasingly in post-war suburbanizing communities, like Winslow Township, open space has been provided in essentially two forms, either as private open space contained in the backyards of large lot, low density single-family zoning districts or as residual or "waste" land (that is usually environmentally constrained anyway) dedicated by a developer as some required percentage of the total tract area as mandated by local zoning. Some communities have attempted to improve on the latter by increasing the required percentage of open space and stipulating that only a certain amount of the dedicated open space can be environmentally constrained. Nevertheless, this approach generally results in a haphazard, uncoordinated assemblage of disjointed open spaces that rarely functions as true park system. Moreover, the spaces that emerge are usually perceived as semi-private - that is, belonging to or serving only the development in which they are located. In some cases this perception is reinforced by the fact that open spaces in residential subdivisions are often owned and maintained by homeowners. Following are three alternative approaches that can be employed to obtain more useable and accessible public space.

Using the Official Map to Plan Parks and Open Spaces

Parks and open spaces are essential to community infrastructure, just as important as roads, sewers and public schools. Recognizing their necessity in the development of a healthy community, the New Jersey Official Map law allows communities to identify and reserve sites for public parkland in the same way that rights-of-way for future roads are established. This tool enables communities to plan and design in advance a coordinated and equitably distributed system of parks and open spaces that will meet the needs of their community as it develops. Rather than relying on the traditional approach of accepting whatever open space emerges from the subdivision development process, the mapping of parklands ensures that every neighborhood is adequately served with recreation space and that connections between these facilities can be developed. Elsewhere in this plan, the township has been urged to create a network of new rights-of-way to provide a livable framework for future development. Using the official map law, the township should likewise create a well-coordinated network of parkland reservations to provide for the future recreation needs of its growing population.

Using the Cluster Option to Achieve Quality Public Open Spaces

Another useful alternative that is available to Winslow is to consider permitting a cluster option or overlay in the township's residential districts. Currently, the res-

idential zoning districts in the Pinelands - except for the Planned Unit Developments - do not require an open space dedication. In the Planned Unit Development District, a 35% dedication is mandated, however, this open space is actually private "common space" owned and maintained by the property owner. Communities should explore potential of requiring common open space to have public access. Under a cluster ordinance, the overall gross density of a particular zoning district would not change. However, the net "developable density" would be increased substantially. For example, in a zoning district that requires a minimum lot size of 3 acres, the actual development lot sizes could be reduced to 1.25 acres or less, and the remaining land would become public open space. In addition to generating much more useable open space, clustering or concentrating development is generally more efficient since infrastructure investments are reduced. Clustering options are useful in preserving significant natural features and historic resources. Perhaps most importantly, a well-designed cluster ordinance can yield high quality residential neighborhoods that are more integrated into context and that are more desirable because of their natural setting. (See also the "Open Space-Stormwater Connection" below).

Using Design to Enhance Access and Visibility of Open Space

The design of public spaces - whether they are publicly owned or privately maintained can also influence the extent to which they are "perceived" as public space and enjoyed by all residents of the community. Perhaps one of the most effective ways to ensure that open space functions as public parkland is to locate them on multiple street frontages. Open spaces that are tucked away or have minimal public street frontage will often be perceived as private open space and their utilization will usually be limited to local residents. However, by making as much of the public space as possible visible through generous street frontage requirement will significantly enhance the "publicness" of the park space. Ideally, parks and public spaces should be required to obtain frontage on at least two public streets. In addition to generous street frontage, the simple gesture of providing an official-looking sign identifying the space as a public park and inviting and welcoming users will reinforce the public access. Finally, external linkages in the form of hiking paths, bike paths or shared use paths that provide connections between community parks and other neighborhoods, recreation facilities and schools, are an essential part of enhancing the visibility of park and promoting their use by all residents.

The Open Space-Stormwater Management Connection

As discussed, earlier in this plan, the Township is increasingly disappointed in the appearance and function of stormwater management basins built for new developments in Winslow. Often appearing as deep gashes that are visually prominent in the landscape, these basins are not only unattractive but also a potential nuisance. Deep basins are obviously preferred by the development community since they consume less developable land area while meeting run-off control regulations. However, steep side slopes often limit landscaping options and the lack of vegetation reinforces the "crater" appearance of deep basins. The need to provide fencing - usually chain link - for public safety around the perimeter of deep basins further adds to their lack of appeal. An obvious alternative would be to require flatter or shallower basins that appear (and to some extent) function as open space when they are not inundated. The principal obstacle to this is that shallower basins consume valuable land area that would otherwise be devoted to development activity. A further obstacle is that while shallower basins could qualify as passive open space, currently, separate open space reservations are not required in the res-

idential zones of the Pinelands in an effort to meet required residential densities. A further complication is that stormwater management facilities are usually excluded from open space calculations.

To make shallow basins a feasible alternative, a series of revisions to the Township's residential zoning would have to be undertaken. Using Winslow's PR-2 zoning district as an example, the following approach may be feasible:

- Require an open space reservation of 10% of the gross tract area (same as required for the RL District)
 - Reduce the minimum lot size (but not the overall density) in the zoning district to allow for the open space set-aside without eliminating development potential. In the PR-2 district, the minimum lot size would be reduced from 1.25 acres/dwelling to 1.10. Under this scenario the development potential of the tract would be equalized as illustrated below:
- | | Current Requirement
(Min. Lot Size:1.25 Ac) | Proposed Requirement
(Min. Lot Size:1.10 Ac(1)) |
|--|--|--|
| Gross Tract Area | 100 Acres | 100 Acres |
| Approx. Net Tract Area(2) | 80 Acres | 80 Acres |
| Open Space Reservation | 0 Acres | 10 Acres |
| Approx # of Developable Lots | 64 lots | 64 lots |
| (1) 1-acre minimum required for developments relying on on-site septic | | |
| (2) Subtract 20% for roads, environmentally constrained land, etc | | |
- Permit any portion of a stormwater management facilities that is under a certain slope, say 10:1 to be counted toward open space.
 - Require that basins be extensively landscaped (with appropriate plant material) to visually integrate them with the rest of the development and eliminate the need for fencing.

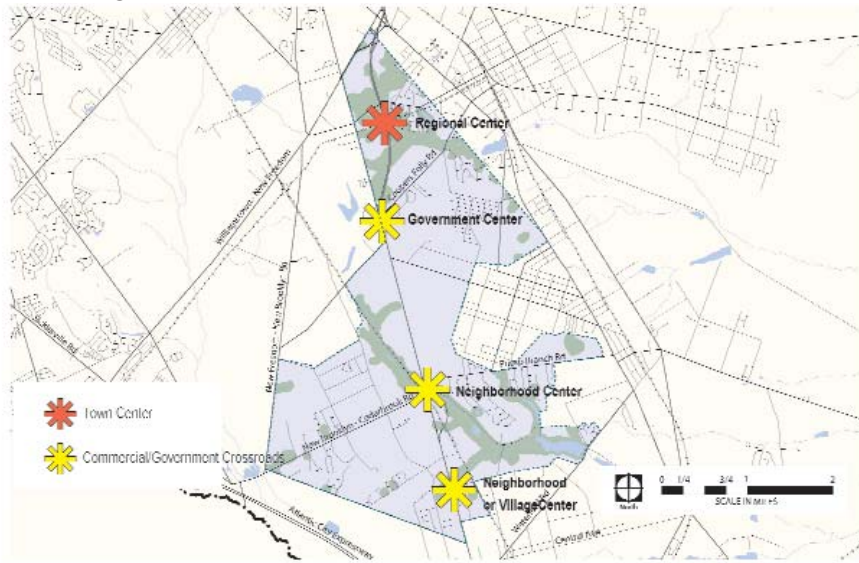
Through this approach, new public open space can be provided without sacrificing density and developers will be provided with incentives to build much shallower and aesthetically attractive stormwater management facilities.

In summary, the township is strongly urged to adopt an open space plan that includes the following:

- Development of improved linkages to the regional Pinelands context
- Development of a township-wide coordinated open space and community interconnectivity plan (in coordination with County open space plan)
- Identification and reservation of future parklands and trail linkages on the township's Official Map
- Revisions to the Pinelands Town Center District to include specific requirements for new public space
- Promote the use of a cluster development option for residential subdivisions
- Adopt public park and open space design standards and guidelines
- Revision of the Township's residential open space requirements to encourage the development of much more attractive stormwater basins that can function as passive open space.

Designate Village and Town Center Locations

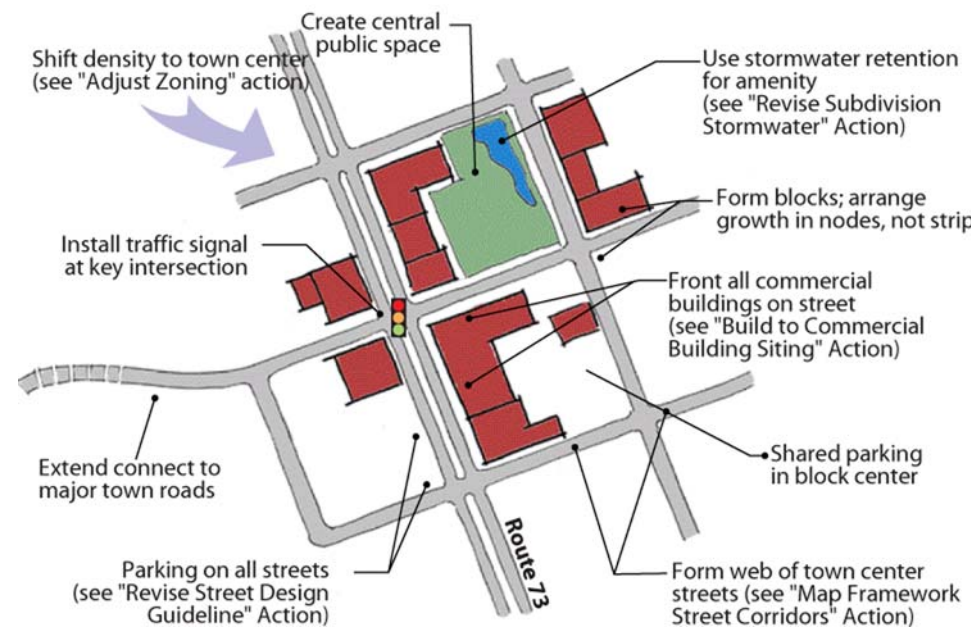
The concentration of commercially-zoned land at the northern end of the growth area has already been designated as a town center, by both Winslow and the Pinelands Commission. This location was deemed appropriate given its proximity to already developed areas along Route 73 in adjacent municipalities to the north, its position as a "gateway" to Winslow Township, and its ease of access (both auto and rail). The potential presence of wetlands as indicated on the map below, indicates that careful planning will be required to fully develop this location (a detailed wetlands survey will be required by the Pinelands Commission before any development is permitted to take place; to date, no survey results have been submitted to the Commission). As a next step in planning for development along Route 73, the Township should designate of three other locations as either town or village center.



Designating town and village centers is critical to focusing the commercial activity into well defined nodes, thereby reducing or eliminating the "rural sprawl" typically caused by this activity. The resulting "town and country" atmosphere - comprised of well defined town and village centers separated by a unspoiled rural atmosphere - is supported by all of the received stakeholder input. Further, this concept is supported in both the Pinelands Comprehensive Management Plan and in the Winslow Township Master Plan.

The Winslow Township Zoning Ordinance already designates a town center area in the northern part of the Route 73 corridor. While the mere designation of "town center" does not assure all the qualities of a true town center, it is nevertheless the essential underlying regulatory step.

The remainder of the Route 73 corridor within the Pineland's growth area, a distance of some four miles, does not have any other designated centers along it. To the contrary, most of the frontage of Route 73 throughout this area is in elongated strips of retails and industrial zoning. While the concept of focusing commercial growth along the Route 73 corridor is reasonable and supportable, the current situation (i.e., thinly spread continuous frontage of these activities) is a recipe for suburban sprawl, similar to that now blighting the Route 73 corridor to the north of the township.



Designating additional town and village centers along the Route 73 corridor within the Pineland's Regional Growth Area, and taking the necessary regulatory actions as described in this action plan, will assure that the level of growth anticipated for the Route 73 corridor is maintained, but that this growth is channeled into a well defined series of town and village centers.

Principles of Town and Village Centers

Two overarching principles of forming a town center are illustrated above: (1) clustering of the commercial activity into a node of several town blocks in depth, as contrasted to sprawl along Route 73 and (2) arrangement of the commercial buildings along streets. The armature essential for this pattern of development is a web of small, local new streets, forming a cluster of town blocks.

The web of small streets in the town center permits access to Route 73 at carefully selected points, primarily new intersections of public streets. The proliferation of driveways, typical of highway corridor strip development, is avoided. In sharp contrast to typical strip development, the parking is concealed by view, and is jointly used by many destinations within the center. This contrasts sharply with the strip development pattern, in which highly visible parking, located in front of the buildings, is used only for visitors to that particular destination.

Storm water treatment within a town center can be managed to provide a public amenity, such as, a greenway connecting to adjacent residential areas. This pattern contrasts strongly with the usual approach to storm water management, which involves retaining storm water within each building site, frequently in an unsightly retention basin.

Town centers inherited from past eras of growth are highly valued, even after hundreds of years. These qualities can be readily recreated in new growth. While such centers often reflect a concentration of commercial activity, the "crossroads" location at the intersection of Coopers Folly Road with Route 73 is well suited to serve as a center for local government services. The foundation for this concept is already in place, with the high school, senior center and library serving a broad

cross section of the community. To complement the existing mix of uses, members of the visioning team endorsed development of a new, multi-story municipal building at the intersection of Route 73 and Coopers Folly Road as a replacement for the current building located further south on Route 73 (and off-site annex in Tansboro). This location would be natural fit for a new building, given its visibility and access from Route 73, the opportunity to consolidate currently scattered municipal offices in one building, and the need for additional space for municipal services and staff.

The two remaining centers, at the intersection of Route 73 and New Brooklyn-Cedarbrook Road, and Route 73 and Coopers Folly Road, are more traditional locations for concentrated development.

The former train station depot of Cedarbrook, at the intersection of Route 73 and New Brooklyn-Cedarbrook Road, would be an ideal location for a village or neighborhood center. A good percentage of new residential development in Winslow Township is being constructed along New Brooklyn-Cedarbrook Road and along Pump Branch Road. In addition, there is an existing commercial area on Route 73 north of Pump Branch Road that requires additional retail and services in order to become viable again. Due to the location of this commercial area and new residential densities, it would be feasible to connect these areas with a pedestrian-friendly village center framework.

Another potential village or neighborhood center could occur in the vicinity of the Winslow Township municipal complex, provided that it is relocated at Route 73 and Coopers Folly Road as recommended. There are already residential areas in this vicinity, as well as some minor commercial areas. It would be prudent for the township to "envision" the potential redevelopment of the current municipal complex as a higher-density village or neighborhood center, and to leverage this potential as one way to finance the construction of the new municipal complex at Coopers Folly Road.

Suburban strip development, the antithesis of town building, abounds along Route 73 to the north of Winslow, and on many other arterial highways near the Pinelands. Although universally disliked, this pattern of development is inevitable under existing land development regulations. Small changes in these regulations, all of them prerogatives of Winslow Township, can fundamentally change the ability to build real town and village centers.

Recommended Actions

Delineate a boundary (comparable to that already established for the proposed town center) for three other town or village centers along Route 73. Develop a detailed area plan for each town center, with the first priority being the currently designated center at the northern end of the corridor. Include, in town center plans, the extension and connection of streets, new streets and blocks; provision and conceptual design for public open spaces; and stormwater treatment designs that not only observe best practice but also provide an amenity for the site. By creating a detailed center plan, Winslow Township may apply for "plan endorsement" through the State Department of Community Affairs, which may provide planning and funding assistance to aid development.

Adjust Zoning to Support Center on Route 73

Route 73 to the north of Winslow is a catalog of the undesirable consequences of strip development along highways. Although the overall quantity is not large, the arrangement of this retail activity in a thin veneer of frontage along Route 73 totally obliterates the rural atmosphere. Although a fully rural atmosphere usually exists a few hundred feet away from the road, this atmosphere is not experienced by travelers on the road.

Simply arranging the commercial activity into centers and safeguarding (through zoning) the openness of the land between centers creates a distinctive "town and country" atmosphere.

The amount of commercial zoning along Route 73 reflects a great deal of deliberation and consensus on the part of the Township. This zoning, which calls for some 75% of the frontage of Route 73 to be in commercial use accepts the inevitable tendency of major highways to attract most, if not all, of the commercial development in their regions.

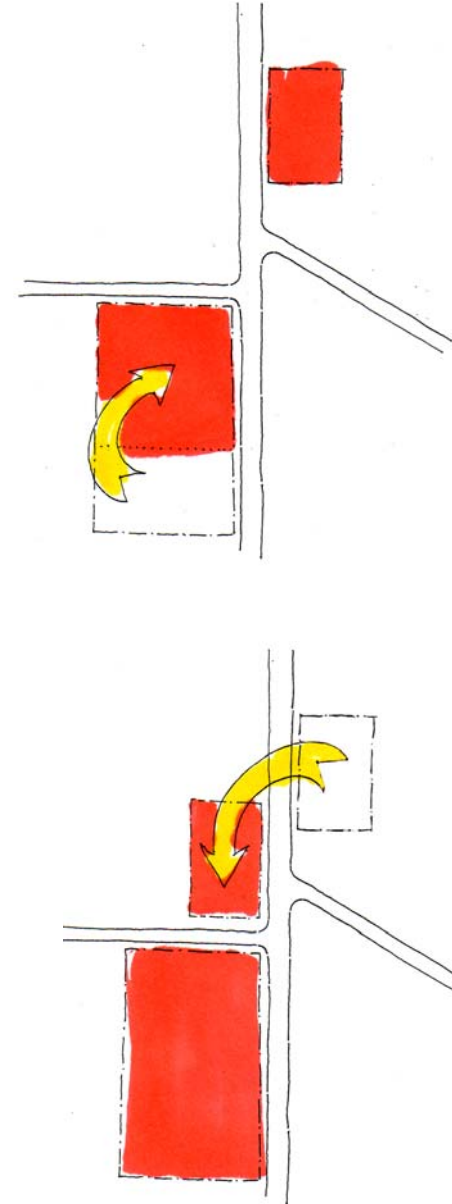
The anticipation, on the part of the town, that the bulk of new commercial activity will (and should) occur along Route 73, is well founded. With some small adjustments in zoning, however, the detailed location and form of new commercial activity can be enhanced considerably. These small adjustments do not affect the total amount of commercial activity zoned for the corridor. However, the detailed location of this zoning would be modified somewhat, to "shift" the commercial zoning into the areas designated as "centers," and, correspondingly, away from those areas not in centers. The result is further support for the "town and country" concept, in which the frontage along Route 73 would vary between distinctive qualities of open land or town centers. The Township's commitment to this concept was clearly demonstrated when the new town center zone was recently created in the northern portion of the RGA. Further, the length of the commercial strip in the Township (six miles or so) is unsustainable economically. The characteristic of Route 73 to the north of Winslow - continuous commercial sprawl bordering the entire highway frontage - would therefore be prevented.

Principles of Zoning Adjustments

Shifting zoning within the Route 73 corridor can be accomplished in a number of different ways. The appropriate method depends on the specifics of the sites involved.

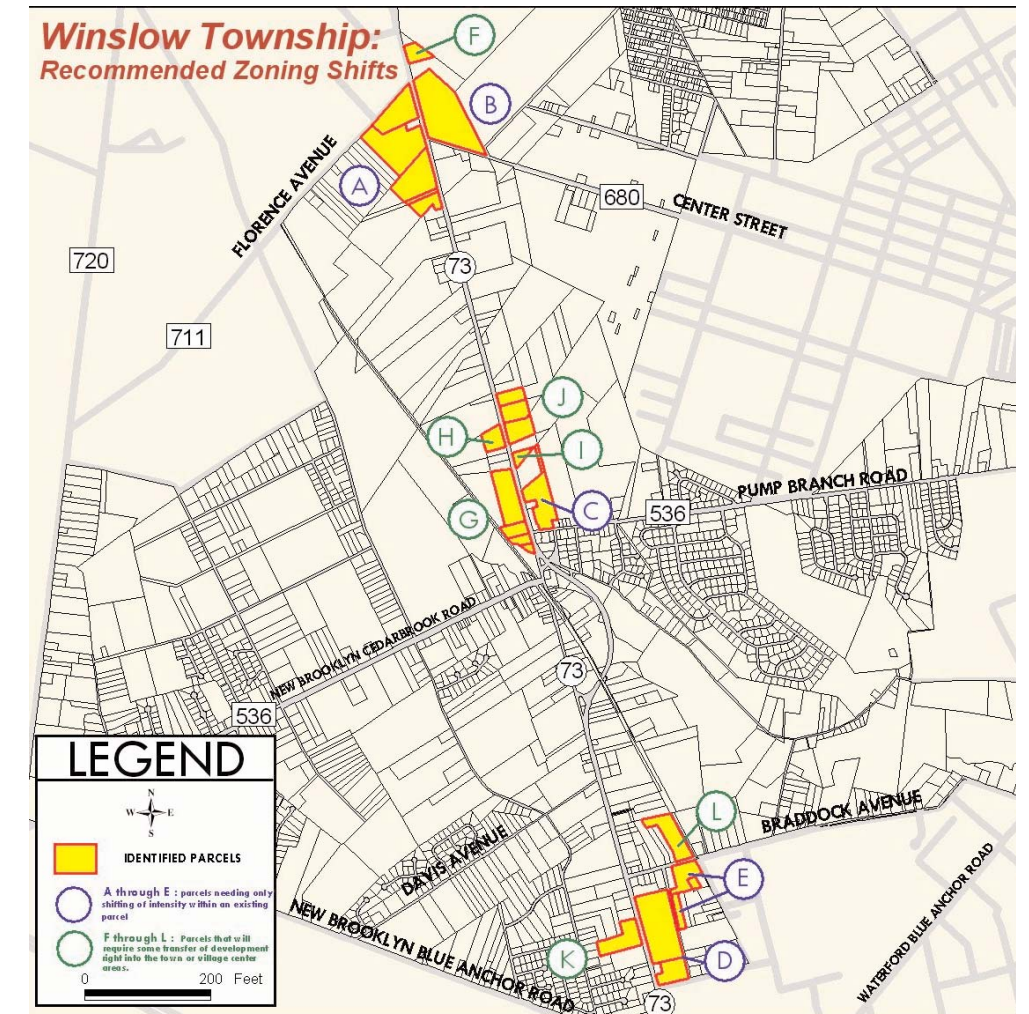
Perhaps the simplest method of "shifting" zoning is simply to reallocate the intensity within a single property, permitting more intensive use for that part of the property that falls within any center area, and, correspondingly, reducing the intensity permitted elsewhere. This method is particularly applicable where large parcels under single ownership fall both within and without the designated town center areas.

The standard method for transfer of development rights within the Pinelands can be used as a model to create a new program that would include commercial properties, to transfer intensity into town centers from those parcels immediately adjacent to, or otherwise located within the RGA's commercial zones, to the town center. While this transfer will not usually occur within a single owner, it will maintain the same level of intensity permitted within the Route 73 corridor, and will therefore be fully in keeping with the town's zoning for commercial activity along the Route 73 corridor.



Required Zoning Shifts are Not Extensive

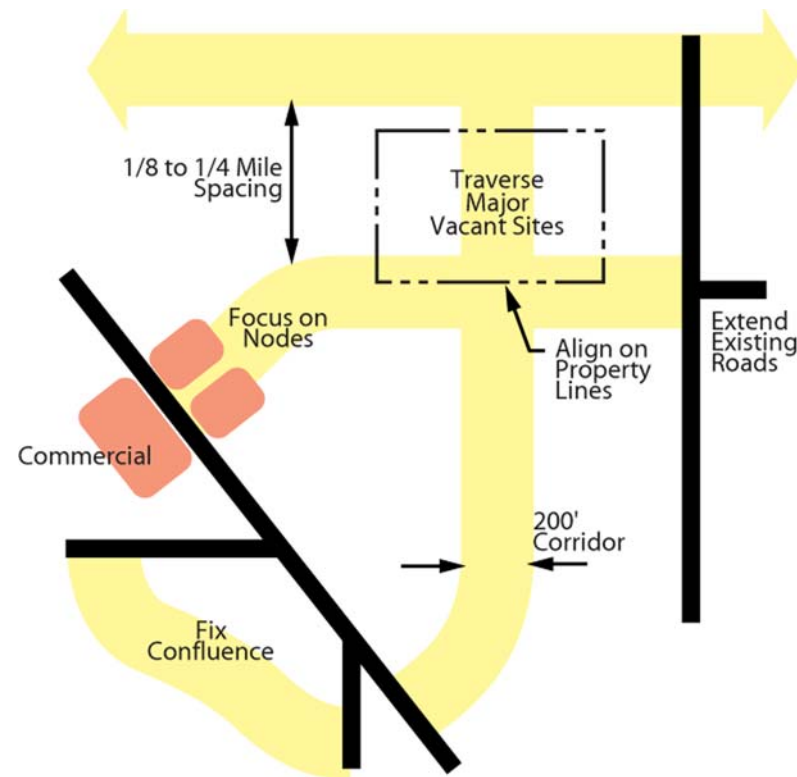
Although the majority of the Route 73 frontage is now zoned commercial, a limited effort at rezoning would largely accomplish the shifting of intensity into town centers, and would set the stage for a true "town and country" atmosphere through the corridor. Intervention in 12 parcels is all that is required. Of these parcels, five interventions involve simply shifting the existing zoning within the property, focusing it on those parts of the properties within the town centers. The remaining seven properties, whose zoning would have to be purchased by transfer of development rights, account for only 2% of the entire commercial zoning along the Route 73 corridor. Therefore, a relatively small shift in zoning activity will produce a large impact in the environment along Route 73.



Recommended Actions

Rearrange the existing commercial and industrial zoning along Route 73, to form four well defined town and village centers. Maintain the existing overall level of zoning in the corridor. Accomplish shifts by two methods: (1) shifts of intensity within existing parcels, and (2) shifts to town/village centers from nearby or adjacent parcels.

Map Additional Street Network



Mapping Guidelines

Using their existing authority to create an official map (pursuant to NJS40:55D-32), map the initial corridor (1,000 feet in width) for a system of collector streets throughout those areas of the town containing or anticipating growth. As an expedient first step, the system of collector streets can be mapped as part of the Township's Master Plan Circulation Element. This system of mapped streets serves the following functions:

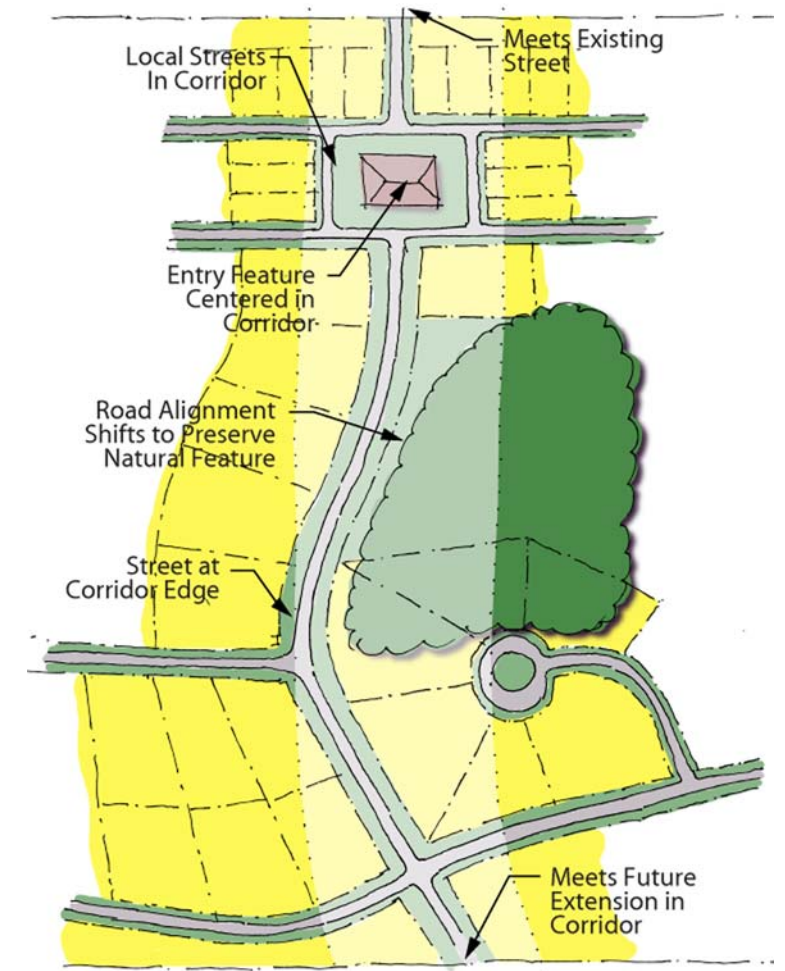
- **Traffic Function** - The mapped streets are "collectors," serving as the framework that joins the most local of residential streets ("local" streets) with the major streets serving longer distance travel ("arterial" streets) such as Route 73. A well-connected system of collector roads is critical to the function of the entire street system. For much of routine travel to community destinations (e.g., school, grocery shopping), a well-connected collector system can accommodate the entire trip. A full collector system offers parallel reliever routes to existing arterial system. Further, they provide a means for routing traffic to preferred junctions (for example, signalized intersections) on the arterial system. A full collector network postpones or, more frequently, eliminates entirely the need for widening of the arterial system.

- **Property Fronting Function** - Collector streets are small, low speed and harmonious with the environment. They are therefore fully suitable for residential frontage. At selected locations, such as crossroads and hamlets, collector streets can also serve as the armature for retail development and can feature on-street parking.

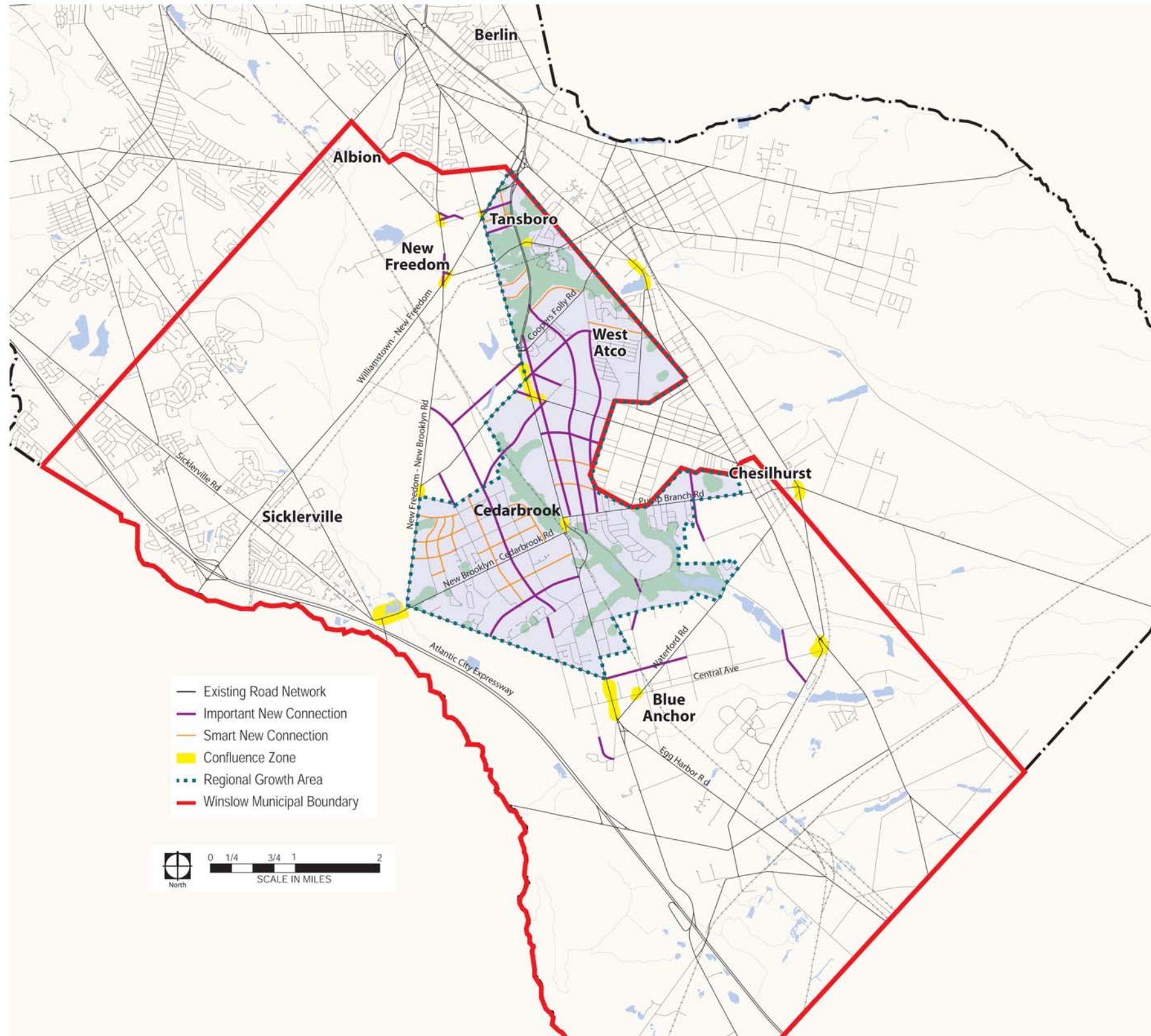
Challenges and Remedies

The official map, as envisioned in New Jersey planning law, calls for precise location of street right-of-ways, with little deviation permitted without strong cause. However, designation of a large mileage of collector streets necessarily calls for an approximate early location, to be refined later, with deviations in route freely considered as property development plans unfold. A remedy to this need for precision would be for the town to designate, on their official map, a corridor at an accuracy adequate to identify traversed or adjacent properties, and to thereby permit the proper notification of property owners and their inclusion in the route alignment process. More precise designation of the roadway alignment, fully in compliance with NJS40:55D-32, can then occur at a number of future "benchmark" points; for example, as development activity increases in an area, as utilities are extended, as the subdivision process is initiated, and so forth.

New Jersey planning law confers large advantages to a town producing a map with a full network of connecting streets. Property owners have a clear indication, far in advance of property development, of the intention of the town, and are able to shape their plans to both conform to this intention and to benefit from it. The town's ability to steer growth toward "smart growth" objectives during all stages of the planning process (subdivision approval as well as site plan approval) is greatly enhanced with an adopted map giving a full web of collector streets. Traffic from new growth can be dispersed to numerous routes, arterial widening can be eliminated, the quality of life for existing residents improved, and property values increased.



How Mapping Shapes Growth



To date, the township has been developing on a sparse road network that dates back to the area's rural roots. There are few parallel routes to the arterial highways. Further, the existing arterial highway has several areas where roads converge and which hamper the network's ability to handle increased motor vehicle use brought on by local land development, the suburban nature of the new development, and increased through trips. Furthermore, the rural character of the area, which most people appreciate while driving, is being diminished as the roads are altered to accommodate more traffic.

The additional network should be legally required through the use of the Official Map and development regulations. As a first step, the Township should revise the circulation element of its Master Plan. Work with the County Engineer and Delaware Valley Regional Planning Commission to adopt a framework for new streets (see suggested framework, opposite). As part of this process, establish a road hierarchy to specify road character, right-of-way width, sidewalk/ parking/ drainage requirements and ownership. In finalizing the framework consider the following functions and forms for roads in the Township:

Recommended Actions:

1. Provide redundancy/parallel routes. This will allow a network of rural character roads to handle the loads rather than just a few, multi-lane roads.
2. Connect the parts of the township together. A better network of roads will permit multiple routing options to and from the various places in the Township on roads designed to suit the context and community aspirations.
3. Help shape and support desirable "town and country" land use patterns. The idea is to avoid the a sparse network of big roads which attract large format retailing and cul-de-sac developments. The intent is to encourage connected development of a scale suitable for the area and with a high quality of life.
4. Add new parallel links at areas of confluence (where two or more roads meet, continue as one road, and then split apart again). These areas worked fine when the roads were lightly traveled, but they will be increasingly problematic over time.
5. In the town center and crossroads, streets should be connected in an urban fashion, with blocks, alleys, and multiple connections to the main framework of streets.

Revise Street Design Guidelines

Revise the existing street design guidelines, as contained within the subdivision ordinance. The actions decrease the size of street, and provide for street types with swale drainage.

Challenges and Solutions

There may be concern, from public officials, that the swale and drainage street, with its lack of "discipline" will be degraded by frequent parking in the swale, leading to erosion of the swale as well as an unsightly appearance. This concern is addressed through site plan regulations that permit convenient off-street parking (circle drives, hammer-head turnarounds) in addition to driveways, a driveway design that permits easy turnaround, and a detailing that permits occasional segments of designated parking on paved or otherwise treated segments of pavement.

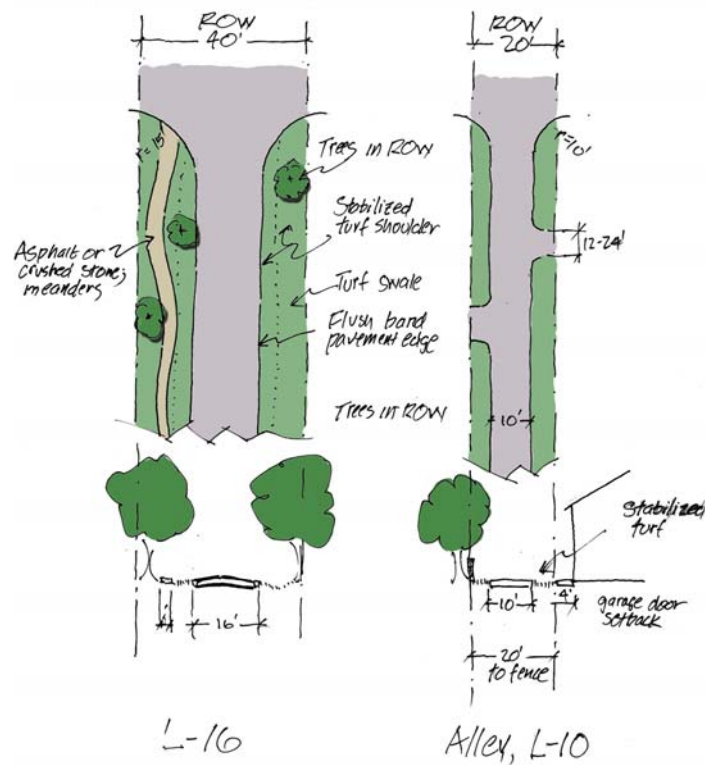
The pavement width of 24 feet for a minor residential street allows for parking on either side of the street, and a single lane of traffic in the center of the street. Typically, the parking will require 7 feet on either side, leaving a 10-foot travel lane in the center of the street. As carefully explained in the AASHTO Greenbook, "opposing conflicting traffic will yield and pause on the parking lane area" until the driving lane is clear of opposing traffic. This "yield" operation, with only a single moving lane for traffic in both directions, is appropriate for all single family residential development in which off-street parking (driveway, garage, alley or combination thereof) is provided.

With a 24-foot pavement and a 50-foot right-of-way, a five-foot sidewalk can be provided on both sides of the street. With sidewalks located at the edge of the right-of-way line, the 50-foot right-of-way allows for an 8-foot planting strip between curb and sidewalk, a width adequate for proper planting of major street trees.

New roads and other infrastructure (e.g., parking, sidewalks, and sewers) within strictly residential developments (as opposed to mixed use developments) must adhere to the residential site improvement standards (RSIS) developed by New Jersey's Department of Community Affairs (NJ DCA). Smaller streets and related design considerations as shown opposite may not always be permitted under NJ DCA's regulations. Because this concept provides several advantages (e.g., slower vehicular speeds, less impervious surface, more aesthetically pleasing) while still safely accommodating traffic needs, the Township should pursue long-term, comprehensive strategies to enable its application. Options for

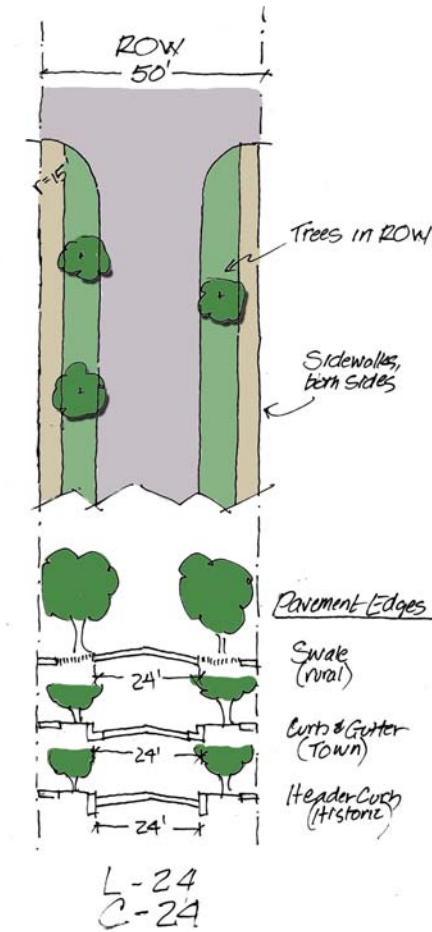
the Township and the Pinelands Commission to consider include:

1. Explore creation of a generic approval process by the Pinelands Commission. NJ DCA's RSIS are not allowed to modify or otherwise affect regulations adopted by the Pinelands Commission. The Commission could therefore adopt requirements that would apply to all regional growth areas in the Pinelands.
2. Work with NJ DCA's Office of Smart Growth to craft new requirements that would be implemented under the State Development and Redevelopment Plan.
3. Apply to NJ DCA's RSIS program for Special Area Standards. The RSIS provide a procedure whereby a municipality can work with NJ DCA to develop supplementary or alternative standards for areas such as those addressed by this community action plan.



Local Street, Swale Drainage

Adopt this design as the basic residential street for residential densities of four units to the acre or less, where on-street parking is not likely to be regularly needed.



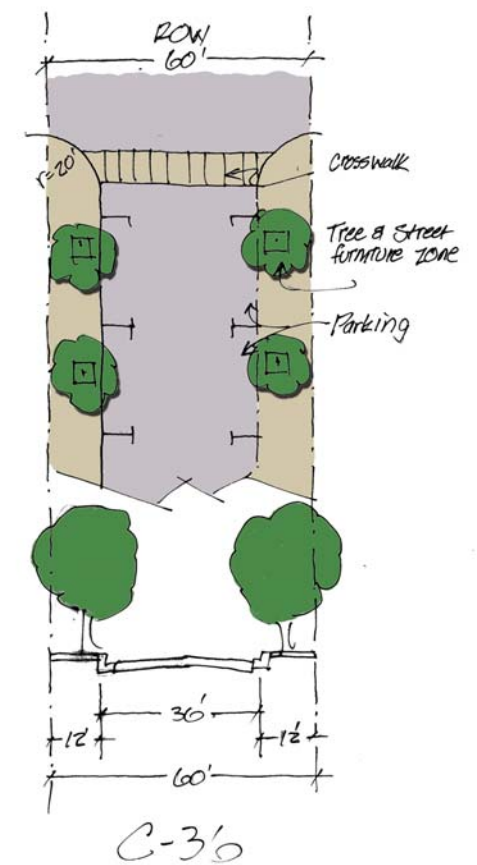
Twenty-Four Foot, Swale Drainage

This design is appropriate for residential densities greater than 4-5 units per acre, where the need for regular (i.e., daily) on-street parking becomes apparent.

Twenty-Four Foot Local Street, Curb and Gutter Drainage

Same use as the twenty-four foot open drainage street (previous), but where curb is desired, either for storm water management, for a more assured containment of parking within the street, or for appearance considerations.

This street type (open swale version in particular) is the primary street type for the mapped road network (see Map Additional Street Network Action).



The Thirty-Six Foot Collector Street, Curb and Gutter

This is the basic street type for town and village commercial centers, where full-time on-street parking on both sides of the street is anticipated. The design permits a marked lane for each direction of traffic, as well as marked lanes for parking.

Adopt Rural Appearance Measures

A number of stakeholders commented on their disappointment associated with the quality of housing developments that are being built in Winslow and the loss of the rural appearance of the Township, resulting from standard subdivision practices that involve clear cutting of lots, construction of wide roads with a urbanized "curb" edges, and suburban house styles that are not sympathetic to the rural/agricultural heritage of the Township. The rural appearance of the Township is more than just a discussion of aesthetics. Quite to the contrary, the rural/agricultural character of Winslow - its extensive farm vistas, roadside farm markets, wooded lands and many historic crossroads settlements - is central to the identity of the Township and is principally what distinguishes this community from the sprawling suburbs on its edges.

There are a number of initiatives that the Township can undertake to preserve and reinforce the rural appearance and character of Winslow.

1. Adopt a tree preservation ordinance

To avoid clear cutting of individual house sites, the Township can adopt a tree preservation ordinance as part of its subdivision and land development ordinance. Tree preservation ordinances typically establish "tree preservation zones" that are essentially the territory contained in the required setback areas of residential lots. However, considering the larger lot sizes required by lower allowable densities in the Pinelands areas of the Township and being mindful that the Pinelands are a fire prone environment, it may be more effective to create a tree preservation zone that is related to the actual house site. For example, limit clearing to within 30' of all sides of the dwelling. Limiting the clearing along lot street frontages is critical to preserving the rural appearance of the community, and therefore, only an approximately 10 foot wide clearing should be allowed for driveway access. In addition to community aesthetics, tree preservation is critical to limiting storm water runoff (and thus reducing the need to rely on "engineered" storm water management facilities) and soil erosion and, therefore, plays an important role in conserving the local environment.

Tree preservation ordinances, are only effective, however, when they are very specific. Section 246-21 of the Township's subdivision ordinance and Section 296-82 of "Zoning within the Pinelands" contains vague requirement referring to preservation of natural features, however, these are difficult to interpret and enforce. Therefore, if the Township adopts a tree preservation ordinance, it should require the submission of a "clearing line plot" for each house that established on a plan and in the field (using temporary construction fencing) the actual limits of clearance that can be reviewed and evaluated by the Township Code Official. By incorporating the tree preservation ordinance into Section 296-82, any deviation from the regulations would require a "C" variance. Alternatively, the Township could require submission of a landscaping plan which would need to address all areas where clearing limits cannot be met and replanting is necessary. Additionally, the tree preservation ordinance could require compensatory planting matching the caliper size of the tree removed with an equal number of new tree plantings.

Finally, while not common, there is no reason why a tree preservation ordinance cannot also be applied to nonresidential districts in the Regional Growth Area, applying basically the same principles, with perhaps some modifications to address higher levels of access and parking lots. A model tree removal ordinance developed by the Pinelands is contained in Appendix B for the township's consideration.

2. Adopt a reforestation ordinance

Few sights are as depressing as a new crop of subdivision homes or office parks rising in a former farm field. Conventional subdivision practices usually involve stripping of topsoil, massive regrading to facilitate engineered storm water management facilities and the insertion of street network, and landscape gestures, such as the occasional street tree and foundation planting. As an alternative to the conventional subdivision design approach, the Township may wish to adopt a reforestation ordinance. Working in a similar way to a tree preservation ordinance, this regulation would require substantial replanting of native species within specific reforestation zones. The reforestation zone may include the territory of building setbacks a established based a certain distance from the actual house site, being mindful, of course of the fire prone nature of the Pineland forest.

Plantings within the reforestation zone should be native species and consistent with the recommendations of "Pinescape - Landscaping in New Jersey's Pinelands", which suggests, for example, the following species:

Shrubs:

- Bayberry
- Bearberry
- Amelanchier
- Winterberry Holly

Trees:

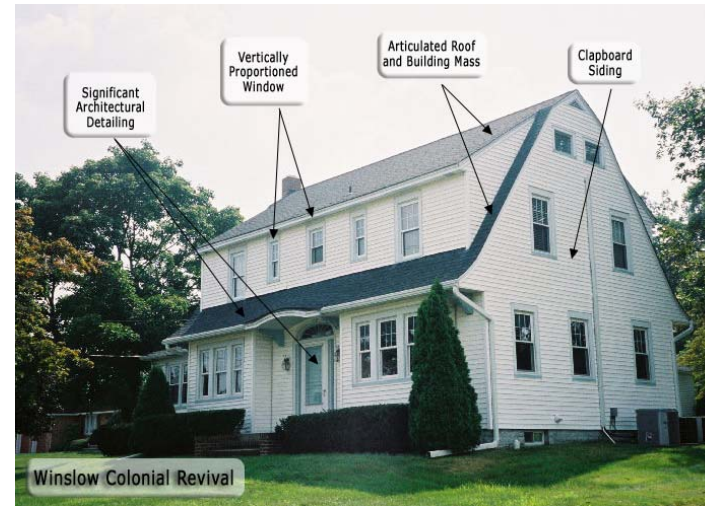
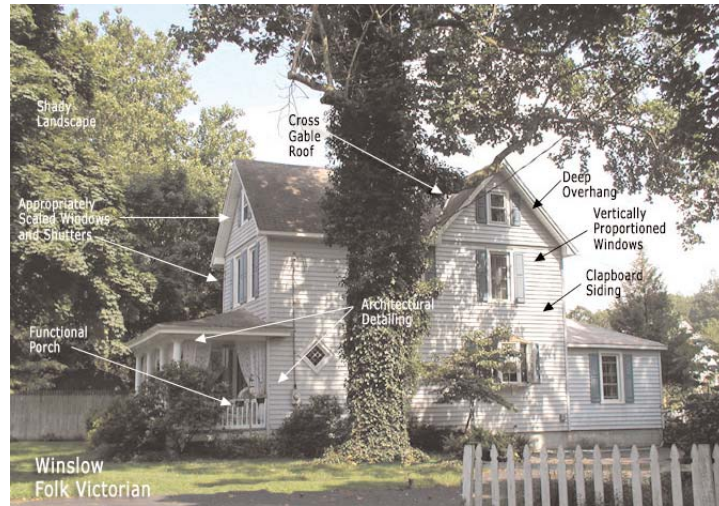
- White Oak
- American Holly

As with tree preservation ordinances, to be effective, reforestations plans for each lot of a subdivision must be prepared. Additionally, a residential reforestation ordinance can also be adapted for use in nonresidential areas.

3. Protect Wooded Edges and Scenic Farmland Vistas

As indicated above, the edge of a roadway, whether it is wooded or offers dramatic vistas, is the primary distinction between the vinyl siding and rooftop landscape of suburban sprawl and the rural heritage of communities like Winslow Township. To maintain wooded edges, the Township can develop and adopt roadway buffer requirements along with rural road design standards. The preservation of farm field vistas - an essential characteristic of Winslow's agricultural heritage - however, will require a combination of initiatives, including compact community design, prohibitions against development along roadway edges and, possibly farmland conservation easements. All of these initiatives should be addressed in the form of a coordinated conservation plan.





Traditional residential design prototypes in Winslow Township.

4. Adopt rural residential design standards

A number of stakeholders who provided comments during the public involvement phase of this project expressed concerns regarding the aesthetics and quality of dwellings that have been built in the Township in recently years. Stakeholders suggested the need for "architectural guidance" for new residential developments. Fortunately, there are a numerous excellent models of housing types and designs that are appropriate to the rural/agricultural heritage of the township. Although the models shown here date from the turn of the century or early 20th century, the design elements that make them unique to Winslow Township are readily adaptable to modern construction and could easily be codified into design standards for new residential neighborhoods with single family housing.

Architectural Styles

Generally vernacular in style and using simple traditional forms and design, the architectural styles that have historically been used in Winslow appear to include Folk Victorian, Colonial Revival and Bungalow.

Major Design Elements

The major architectural characteristics that define the traditional pattern of home building in Winslow include:

- Spacious and functional front porches
- Clapboard siding
- Brick chimneys
- Significant articulation of building mass
- Gable and cross gable roofs
- Dormers and shed dormers
- Substantial roof overhangs and well defined eaves
- Architectural detailing, such as brackets, porch columns and railings, and shutters
- Detached garages or attached garages that are not prominent
- Well landscaped and shady house sites

IMPLEMENTATION RECOMMENDATIONS

Priority	Strategies	Implementation Tasks	Responsible Parties	Estimated Timeframe	Estimated Cost	Funding Sources
1.	<p>Adopt Build-To Commercial Building Siting</p> <p>Revise Site Plan Parking Requirements</p> <p>Obtain Street Connectivity through Subdivision Regulations</p>	<p>1. All three recommended actions may be implemented simultaneously by revising current regulations using draft language provided in appendix</p> <p>2. Request review comments/approval from Pinelands Commission</p> <p>3. Adopt revised regulations</p>	<p>1. Winslow's Land Use Subcommittee</p> <p>2. Pinelands Commission</p> <p>3. Winslow's Governing Body</p>	<p>1. three to six months</p> <p>2. two months</p> <p>3. one month</p>	Township manhours	Township
2.	Revise Stormwater Regulations	<p>1. Adopt open space requirements that credit shallow stormwater basins.</p> <p>2. Strengthen provisions for stormwater basin construction and maintenance.</p> <p>3. Encourage use of best management practices.</p>	<p>1. Winslow's Planning Board and Land Use Subcommittee; Township Engineer; County Engineer</p> <p>2. Pinelands Commission</p> <p>3. Winslow's Governing Body</p>	<p>1. six months</p> <p>2. two months</p> <p>3. one month</p>	Township staffing	Township; Camden County
3.	Adopt Open Space Plan & Regulations	<p>1. Create an Open Space Plan using strategies provided; revise open space requirements for new development using draft language provided in appendix</p> <p>2. Request review comments/approval from Pinelands Commission</p> <p>3. Adopt plan and revised regulations</p>	<p>1. Winslow's Land Use Subcommittee; County Division of Environmental Affairs</p> <p>2. Pinelands Commission</p> <p>3. Winslow's Governing Body</p>	<p>1. six months</p> <p>2. two months</p> <p>3. one month</p>	Township staffing; \$25,000 if use consultant	Township; Camden County; State Green Acres Program
4.	<p>Designate Additional Centers</p> <p>Adjust Zoning to Support Centers</p>	<p>1. These two recommended actions may be implemented simultaneously; create detailed plans for town center and three other centers; revise current zoning using draft language provided in appendix</p> <p>2. Request review comments/approval from Pinelands Commission</p> <p>3. Adopt plans and revised regulations</p>	<p>1. Qualified Consultant; Winslow's Land Use Subcommittee</p> <p>2. Pinelands Commission</p>	<p>1. six months; one to two years, due to funding requests</p> <p>2. two months</p> <p>3. one month</p>	Township staffing; \$50,000 for consultant	Township; N.J. Dept. of Community Affairs (Office of Smart Growth)
5.	<p>Map Framework Street Corridors</p> <p>Revise Street Design Guidelines</p>	<p>1. These two recommended actions may be implemented simultaneously; create detailed street network plan and design guidelines. As a first step, revise Circulation Element of Master Plan.</p> <p>2. Request review comments/approval from Pinelands Commission</p> <p>3. Amend Official Map</p>	<p>1. Winslow's Planning Board and County Engineer, Land Use Subcommittee; Township engineer or qualified consultant</p> <p>2. Pinelands Commission</p>	<p>1. one year</p> <p>2. two months</p> <p>3. one month</p>	Township staffing; \$25,000 - \$50,000 for consultant	Township; N.J. Dept. of Community Affairs (Office of Smart Growth)

IMPLEMENTATION RECOMMENDATIONS

Priority	Strategies	Implementation Tasks	Responsible Parties	Estimated Timeframe	Estimated Cost	Funding Sources
6.	Revise Master Plan	1. Revise support/achieve consistency with above recommendations.	1. Winslow's Land Use Subcommittee 2. Pinelands Commission 3. Winslow's Governing Body	1. three to six months 2. two months 3. one month	Township staffing and planner	Township

Proposed Design Guidelines

Introduction

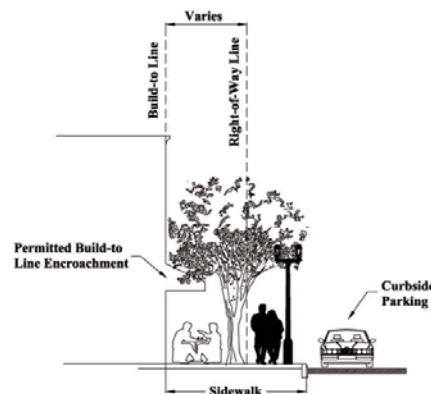
The following section of the Action Plan contains a series of recommendations to implement the strategies recommended in the prior chapter of the plan. Collectively, these revisions are intended to enhance the overall design quality of new development in Winslow Township, however, they are not intended to alter the fact that residential densities as specified in the Pinelands Comprehensive Management Plan must still be achievable. This section includes model language that can be used as a guide for developing these revised and new regulations. Following is a summary of the recommended ordinance revisions:

- Zoning definitions have been provided for new and revised terms
- The legislative purpose of nonresidential zoning in the RGA has been revised to reflect the desire to encourage the development of pedestrian-oriented town centers and commercial crossroads
- Mixed use buildings - an essential ingredient to viable town centers - have been added to the list of permitted land uses
- Build-to regulations have been introduced to support pedestrian-oriented building siting
- Pedestrian-oriented architectural guidelines for non-residential and mixed use development are proposed
- Recommended park and open space standards have been included
- Suggested shared parking regulations are included
- Enhanced street and intersection design standards have been provided
- Architectural design standards for multi-family buildings are suggested
- Model storm water management regulations have been provided

These recommendations will require careful review by the Township's code official, solicitor, design professionals and the Pinelands Commission to ensure they are appropriately integrated within the Township's existing zoning laws as well as other local and state regulations, such as the state Residential Site Improvement Standards. Note that ~~strike through~~ represents words or phrases that are being eliminated and underlining represents words or phrases that are being added. Following is an overview of the recommended ordinance revisions.

Town and Village Centers Design Guidelines

To ensure that commercial development within the Route 73 corridor takes the form of pedestrian-oriented town and village centers, a series of strategic changes to the zoning districts along the corridor and other relevant land use regulations and design guidelines are recommended. It is strongly recommended that these regulations incorporate illustrative images and sketches, such as those used throughout the following document, to clearly illustrate and define proposed planning and design concepts.



The Build-to Line

Recommended Zoning Code Revisions

1. Definitions.

Section 296.7 of the Zoning Code should be revised to include the following additional definitions:

BUILD-TO LINE - A line parallel to the street (right-of-way) line that establishes the maximum front yard setback of a building.

BUILD-TO LINE ENCROACHMENT - Pedestrian-oriented features of buildings, such as one story porches, entrance hoods, stoops, awnings, canopies, roof overhangs and arcades with occupied or unoccupied floor space above, that are permitted to encroach into the area between the build-to line and curb.

SHARED PARKING - The sharing of parking facilities by two or more land uses for which peak parking demands occur at different times of the day, such as office buildings and residential units or restaurants and entertainment facilities. Under the concept of shared parking, minimum parking requirements are not calculated exclusively for each use, but rather for the combined total, shared need of all uses.

SHARED PARKING AGREEMENT - An agreement between two or more property owners to share parking as defined herein. A shared agreement must be filed at the time of site plan review and include permanent cross-access easements between the participating parties. A shared parking agreement can be created between existing and proposed developments that are adjoining or adjacent.

STREET CONNECTIVITY INDEX - The ratio of the number of street links (sections of roadway between intersections and cul-de-sacs) divided by the number of street nodes (intersections and cul-de-sac heads).

2. Districts

A review of the land uses permitted in the PTC and PC-2 Districts reveals a great deal of overlap and the potential for competition between the two contiguous districts for essentially many of the same uses, especially office buildings and retail shopping centers. Additionally, many of the uses permitted in the PC-2 District would be appropriate for a Town Center. However, based on current zoning and design standards, it appears that development in the PC-2 would take the form of suburban-style shopping centers and office parks. Encouraging the development of suburban-style shopping and office center next to a proposed town center would seem to be highly counter-productive. Given the apparent presence of significant environmental constraints within the PTC District and the availability of existing place making, "town center"-type uses along Coopers Folly Road in the PC-2 District, it appears that to maximize the potential amount and quality of development within the Route 73 corridor that the Township should explore consolidating the PC-2 into the PTC District. Therefore, Section 296-3 of the Zoning Code and the Zoning Map should be revised accordingly. Additionally, to further distinguish the PC-1 Minor Commercial District from the Pinelands Town Center and to reinforce its function as locally-oriented village centers, it is recommended that the zoning district be renamed "Crossroads Commercial District".

3. Purpose

Section 296-26. "Purpose" of the PC-1 Minor Commercial District should be revised to state:

The PC-1, or Minor Crossroads Commercial Zoning District, occurs at selected locations in those areas of the Township designated in the Pinelands Comprehensive Management Plan as regional growth areas and villages. These locations are adjacent to a public road or intersection of roads where it is desirable to encourage the emergence of a commercial crossroads or village center ~~retail or convenience shopping facilities would be suitable~~. The Crossroads Commercial District is intended to provide within walking and biking distance the daily ~~Minor commercial uses are designed to meet the~~ convenience shopping and service needs of the nearby population.

Section 296-51.23 "Purpose" of the Pinelands Town Center should be revised as follows:

The purpose of this district is to encourage ~~permit~~ the development of a pedestrian-oriented mixed use town center ~~concept~~ including residential and commercial uses and to provide for the orderly and balanced development of these lands as well as places for public gathering, such as parks, greens, plazas and open spaces.

4. Mixed-Use Buildings

Section 296-27. "Permitted Uses" of the PC-1 District should be revised to include:

E. Mixed Use Buildings

Buildings with first floor retail, personal service, or office uses, as described in Subsection "B" above and residential apartments or condominiums or office uses on the upper floors. Residential density of upper floor apartments or condominium in a mixed-use building shall not exceed [to be determined in consultation with the Township and the Pinelands Commission] units per acre.

5. Build-to Line

Section 296-28. "Area, Yard and Bulk Requirements". of the PC-1 District should be revised to include the following additional provisions:

C. Build-to Line: Within the PC- 1 District, a minimum of 75% of the facade of any building along a public street must be constructed at the Build-to Line as established in Schedule 3 of this ordinance.

D. Build-to Line Encroachment: Pedestrian-oriented features of buildings, such as one story porches, entrance hoods, stoops, awnings, canopies, roof overhangs and arcades with occupied or unoccupied floor space above, may encroach beyond the build-to line up to 8 feet. In no case may such encroachments result in an obstruction to pedestrian movement. While café space and outdoor dining and retail is encouraged to add street life, a minimum 6' wide pedestrian passageway must be maintained at all locations.

Section 296-51.25. "Area, Yard and Bulk Requirements" of the PTC District should be revised to include the following additional provisions:

C. Build-to Line: Within the PTC District, a minimum of 75% of the facade of a building along a public street must be constructed at the Build-to Line as established in Schedule 3 of this ordinance.

D. Build-to Line Encroachment: Pedestrian-oriented features of buildings, such as one story porches, entrance hoods, stoops, awnings, canopies, roof overhangs and arcades with occupied or unoccupied floor space above, may encroach beyond the build-to line up to 8 feet. In no case may such encroachments result in an obstruction to pedestrian movement.

6. Pedestrian-oriented Architectural Guidelines

The following zoning text revisions are intended to provide specific and detailed architectural design guidance for the Pinelands Town Center District, however, the Township may also consider incorporating them into the PC-1 district.

Section 296-51.25. Design Standards. To ensure the emergence of a pedestrian-oriented town center with a strong sense of place, the design of buildings and related improvements in the Pinelands Town Center District shall be governed by the following criteria:

(The remainder of Section 296-51.25 is to be replaced in its entirety by the following)

A. Overall Site Design and Layout

The public streets network along with the public open space is intended to provide the organizing framework for developments in the Pinelands Town Center District. Therefore, lands to be developed within the Pinelands Town Center District shall be organized into a pattern of pedestrian-scaled blocks, between 250-500 feet in length, bounded and defined by existing and new public streets as designated on the Official Map. New public streets are to be developed in lieu of internal parking area driveways and access aisles. All existing and new streets within the PTC District shall be designed to include on-street parking and are to be improved with sidewalks and appropriate pedestrian amenities, as required elsewhere in this ordinance.

B. Interconnectivity

Consistent with the requirements of Section 246-16.B., a Pinelands Town Center District development shall establish street connections to all adjoining existing streets and seek to integrate all appropriate adjoining existing land uses with pedestrian and vehicular linkages.

C. Building Location and Orientation

- (1) Street Frontage. All buildings in the PTC District must front on and be oriented to an existing or new public street or public park or civic space that has been designed as such. Buffer areas shall not qualify as public parks or civic space.
- (2) Corner Lots. In the case of a corner lot, new buildings shall be oriented to two public streets.

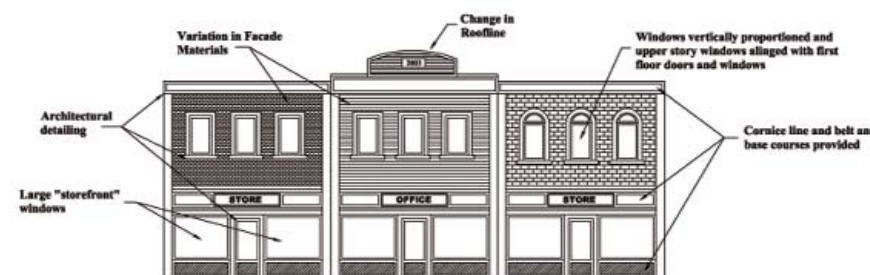
D. Parking Location and Design

Only the following types of parking shall be permitted in the Pinelands Town Center District:

- (1) On-Street Parking. On-street parking may be parallel or perpendicular depending on the proposed street cross section.
- (2) Off-Street Parking. Off-street parking may only be provided to the rear of buildings or in internal courtyards or structured parking facilities. Off-street parking facilities, driveways, or access ways shall not be located between a public street and the front of a building.
- (3) The perimeter of all parking areas that are visible from a public street shall be visually screened with walls, fences and landscaping. However, all perimeter screening, walls and landscaping shall be no higher than 42". Internal landscaping in the form of shade tree planting and landscaping of traffic islands shall also be provided.

E. Building Massing and Scale

Buildings, regardless of function or size shall be designed to be pedestrian in scale. The design of large structures, especially multi-story buildings, shall incorporate the following architectural treatments and features to modulate the mass of the building:



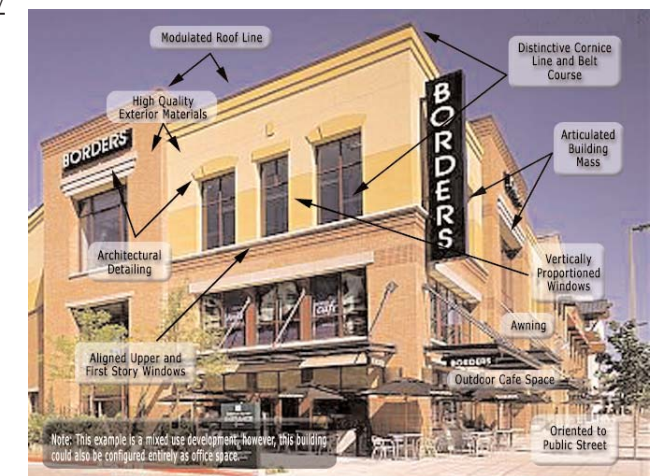
Pedestrian Scale Commercial Design

- (1) Wall Planes. Long, blank, and window-less wall planes shall be avoided. Wall planes of over 50 feet, including separate buildings that are attached, shall incorporate window and door openings as well as building recesses and projections to articulate the buildings mass.
- (2) Roof Planes. Long, uninterrupted roof planes shall be avoided. Long, uninterrupted roof planes shall incorporate changes in the roofline to articulate the building mass. Features such as dormers, chimneys, cupolas and towers may also be considered to further modulate large expanses of roof areas.
- (3) First Floor Treatment. The first floor of all buildings that contain retail, office and service uses shall incorporate a storefront design (see F.5 below).
- (4) Change in Materials. Changes in facade materials may be utilized to further modulate long expanses of wall.

F. Building Facades

The treatment of all facades visible to the public shall be consistent with the architectural design of the front facade. In a further effort to achieve a building massing that is pedestrian in scale, building facades shall be articulated using the following methods:

- (1) Base Courses. All new buildings shall incorporate a base course that is a minimum of 18" - 24" in height or constructed to the sill level of storefront windows (see F.5. below).
- (2) Belt Course. Belt courses and secondary cornice lines shall also be provided to further articulate the building facade at the top of the first story on a multi-story building.
- (3) Cornice Line. A distinctive and/or projecting cornice line shall be provided at the top of all buildings. Decorative cornices, including architectural details such as brackets and moldings and other features, are strongly encouraged.



- (4) Windows. Windows shall be appropriate to the architectural style, materials and detailing of the building. To the greatest extent possible, windows shall be proportioned vertically. Upper story windows shall be aligned with windows and doors on the first floor. Where windows cannot be constructed, simulated blank window recesses shall be provided and incorporate window frames, lintels, shutters, and other features. Displays windows may also be used to address blank, window-less walls.

Appendix A - Proposed Design Guidelines

(5) Storefronts. The first floor of all buildings that contain retail, office, or service uses shall have a continuous storefront windows. The bottom of storefront windows shall be no more than 3 feet above the side walk and shall be at least 8 feet in height, but shall not exceed 75% of the facade area of the first floor. Shopfronts shall also not be more than one story in height. In the case of a corner building, shopfront windows shall be required on both facades.



(6) Doors. Principal building entrances shall be provided at the street front of all buildings; however, secondary access to rear or internal parking areas is also permitted. Doors and entryways shall be defined by appropriate architectural treatment, such as pediments, porticoes, overhangs, and other appropriate features.

(7) Awnings, Canopies and Arcades. To further articulate the building facade and increase architectural interest while facilitating all-weather comfort of pedestrians, continuous awnings (both permanent and retractable), canopies and building overhangs, including arcade structures with occupied space above, are strongly encouraged along the street frontage of all buildings in the PTC District.

G. Roof Types

The following roof types are encouraged: gable, cross gable and flat roofs with a decorative cornice line or parapet.

H. Building Materials

- (1) The following building materials shall be permitted for exterior walls that are visible to the public: wood, brick, stone, stucco, glass, and concrete masonry units that have a dressed or textured finish.
- (2) The following building materials shall not be permitted for exterior walls that are visible to the public: aluminum siding, vinyl siding, undecorated concrete masonry units, tilt-up concrete panels or highly reflective or mirrored glass.
- (3) The color of building materials shall be primarily earth-toned and natural and consistent with the rural/agricultural context of the

Pinelands. Highly reflective materials, high intensity colors, and metallic colors and finishes are prohibited. Building trim and accents may incorporate brighter colors. Neon tube lighting may not be used for building trim or accent.

I. Streetscapes/Landscaping

Consistent with the requirements of proposed Section 232-12, Subsection Q, both sides of all public streets within the Pinelands Town Center District shall incorporate the following improvements:

- (1) Public sidewalks. A minimum width of 15' to be provided in commercial areas and lesser width in residential neighborhoods as specified elsewhere in this ordinance.
- (2) Street shade trees shall be planted at a maximum spacing of 30' on center. Street shade trees may be planted in tree pits, a minimum of 4' wide and 6' long, or in a continuous tree lawn, a minimum of 3' in width, located between the curb and the sidewalk.
- (3) Pedestrian-oriented lighting at a maximum spacing of 50 feet or as recommended by the manufacturer to achieve adequate levels of sidewalk illumination. Lighting fixtures shall be adequately shielded to limit off-site impacts to nearby residential land uses.
- (4) Benches and other street furniture at appropriate locations, subject to the review and approval of the Planning Board.
- (5) Landscape plantings and other beautification improvements shall be provided in the town square, neighborhood park, or other locations and shall be subject to the review and approval of the Planning Board.

J. Signage

All signage within the Pinelands Town Center District shall conform to the requirements of 296-80 and the following additional design standards:

- (1) All signs in the PTC District shall be pedestrian-oriented and not distract from the overall appearance of the building.
- (2) All signs in the PTC District shall be constructed of high quality materials.
- (3) All signs in the PTC District shall be indirectly illuminated with incandescent lighting.
- (4) Lettering on awnings shall be limited to the vertical surface or edge.
- (5) Internally illuminated plastic signboards are prohibited in the PTC District.
- (6) Billboard signs of any kind are expressly prohibited in the PTC District.

K. Lighting

All building lighting shall be incandescent down lighting. Each storefront shall have a maximum of three external lighting fixtures.

L. Mechanical Systems

All HVAC and mechanical equipment, whether roof mounted or located on the ground shall be completely screened from public view by architectural enclosures, parapet walls, fences or walls.

M. Loading and Utility Areas

All loading and service areas shall be located to the rear or side of buildings. All loading and service areas shall be screened to the greatest extent possible from public views by walls, fences and landscaping to limit noise and odor.

7. Parks and Open Space in the Pinelands Town Center District

Public open space along with the public street network is intended to provide the organizing framework for developments in the Pinelands Town Center District. To ensure the useable, new public open space in the form of parks, greens and town squares are developed as part of a PTC development, it is recommended that Section 296-51-.27 "Buffers" of the PTC District be replaced in its entirety by the following:

296-51-27 Public Open Space and Buffer Requirements

A. Parks and Civic Space

Every Pinelands Town Center Development that contains a tract area of 10 or more acres shall provide the following civic and park spaces:

1. A town square or green

- a. The town square or green shall be located, to the greatest extent possible, in the center of the Pineland Town Center Development and shall function as a central focal point for the development.
- b. It is intended that the town square or green shall function as a place of community gathering and socialization for all residents of the Township. Therefore, the town square or green shall be deeded in perpetuity to Winslow Township as public open space. At the discretion of the Township, maintenance responsibility may be retained by the property owner.
- c. The town square or green shall be fronted on all sides by existing or proposed public streets or public sidewalks.
- d. At least three (3) sides of the town square or green shall be occupied by buildings.
- d. The dimensions of the town square or green shall be consistent with the recommended typical block size as specified in Section 246-17 of the Subdivision Ordinance, but shall have a width of not less than between 150-200 feet and a length of not less than 1.5 - 2.5 times the width.
- e. To ensure a satisfactory sense of enclosure for the town square or green, the ratio of heights of buildings that front the green to the width of the green, notwithstanding requirements elsewhere in this ordinance, shall

be between 1:3 and 1:4.

f. The landscaping and design of the town square or green, as well as improvements therein, shall be subject to the review and approval of the Planning Board.

g. In the event that a significant residential population is located within or adjoining the town square, a town square may be developed jointly with a neighborhood park (see A.2. below).

2. A neighborhood park

a. A neighborhood park shall be provided for every residential development proposed as a part of Pinelands Town Center District development.

b. It is intended that the neighborhood park shall function as a place of public recreation for the residents of the development and/or employees of businesses. Therefore, the neighborhood park shall be deeded in perpetuity to a homeowners association or to Winslow Township as public open space. If deeded to the Township, maintenance responsibility may be retained by the property owner.

c. A neighborhood park must be fronted by public streets or sidewalks on at least two sides.

d. The size of the neighborhood park shall be determined by the Planning Board in consideration of the number of residential dwelling units that are proposed, but shall be equal to 10% of the gross acreage of the overall development site.

3. Other public recreation facilities

Depending on the scale and size of the proposed development, the Planning Board may require additional public recreation facilities, such as: scenic overlooks, interpretive information, public restrooms, etc.

B. Open Space and Park Network

1. All public parks and open spaces shall form a network of interconnected recreation facilities linked by public sidewalks, pathways, and shared use lanes. This network shall provide interconnections between both the residential neighborhoods and commercial areas of a Pinelands Town Center District development as well as any agricultural buffer areas and adjoining areas of the Township.

8. Schedule 3 Revisions

"Schedule 3" should be revised to substitute a "Build-to Line" requirement for Front Yard Setback, with the following dimensions:

Use	Front Yard <u>Build-To</u> <u>Line</u> (feet)
Commercial (Except PTC District)	
Retail and Service Establishments	40' 10'

Office Buildings	40' 10'
Hospital and health Care	100' 25'
Hotel or motel	50' 25'

Commercial (PTC District)

Regional Shopping Centers	150' 10'
Professional Office Buildings	150' 10'

Under build-to line requirements, sidewalks will generally fall within the public right-of-way, however, portions of sidewalks may also extend beyond the right-of-way.

9. Off-Street Parking Reduction for Shared Parking

Section 296.77. "Off-street parking and loading", Subsection B. "Off-street parking requirements for nonresidential uses." should be revised to include the following:

(17) A shared parking arrangement shall be used for every new development in the PC-1 and PTC districts that contain two or more land uses that have peak parking demands that occur at different times of the day. Where new development is proposed within 500 feet of an existing land use with a non-competing peak parking demand, a shared parking arrangement may also be utilized. Parking requirements in the PC-1 and PTC zoning districts may be reduced to 60% of the amount required above when a shared use parking arrangement is established.

10. Off-Street Parking Location

Section 297-77. "Off-street parking and loading", Subsection C "Size, access and location" should be revised as follows:

(4) Off-street parking spaces, driveways, or vehicular access ways of any kind for all uses shall not be located between the front building line and the right-of-way line. On corner lots, this restriction shall also apply to the space between the side street right-of-way line and the side building line.

Recommended Subdivision and Site Plan Ordinance Revisions:

1. Site Design

(Note: The following section includes recommended revisions to the Township's subdivision and site plan ordinances. These ordinances are required to be consistent with N.J.A.C. 5:21 "Residential Site Improvement Standards". The following recommended revisions have been developed to be consistent with these standards, however, as mentioned previously, this suggested text is intended as model language that must be carefully reviewed to ensure that it is properly integrated with the Township's existing ordinances and codes.)

Section 232-12 "Design Standards", Subsection G "Building and Site Design" should be revised as follows:

(b)Orientation and siting. ~~In the case of freestanding buildings or~~

~~structures and depending on individual site characteristics, consideration shall be given to positioning that provides desirable visual composition, avoids blocking natural vistas, provides desirable space enclosure, does not unnecessarily alter existing topography and vegetation and otherwise respects established natural conditions and surrounding buildings and structures.~~ Proposed nonresidential and multi-family buildings shall be sited and oriented according to the following principles:

- (1) Proposed buildings shall be oriented to a public street pursuant to the build-to line requirements specified in Schedule 3 of this ordinance.
- (2) In the case of a corner lot, proposed buildings shall be oriented to address two public streets pursuant to the build-to line requirements specified in Schedule 3 of this ordinance.
- (3) In the case of large development tracts (3 or more acres), the site shall be divided into blocks, approximately 250 feet in length, by new internal public streets, which are to be provided in lieu of parking lot access aisles or driveways.
- (4) Off-street parking areas shall be located to the rear of proposed buildings. In the case of large development tracts, parking lots shall be located internally to the block.
- (5) In no case may parking spaces, parking access aisles, driveways, or a drive-thru lane be located between a building and a public street.

Section 232-12 "Design Standards" should be revised to include the following additional subsection:

Q. Streetscape improvements shall be provided along all public streets in commercial district on which a site subject to site plan approval obtains frontage. These improvements shall include at a minimum:

- (1) Street shade trees, a minimum of 3 1/2" - 4" in caliper shall be planted at a maximum spacing of 30' on center. Street shade trees may be planted in tree pits, a minimum of 4' wide and 6' long, or in a continuous tree lawn, a minimum of 3' in width, located between the curb and the sidewalk.
- (2) Pedestrian-oriented lighting at a maximum spacing of 50 feet or as recommended by the manufacturer to achieve a minimum of .5 foot candles of illumination shall be maintained along all sidewalks. Sidewalk lighting shall be provided by pedestrian oriented lighting with a fixture mounting height not exceeding 12 feet.
- (3) Benches and other street furniture at appropriate locations, subject to the review and approval of the Planning Board.

2. Street Design and Street Connectivity

Section 246-16 "Streets" should be revised as follows:

~~B. Minor streets shall be so designed as to discourage through traffic.~~

B. All residential subdivisions and nonresidential developments that involve the construction of new streets shall connect with the existing external

street system at intervals not exceeding 1000 feet for each direction (north, south, east, and west) in which the subject property abuts similar or compatible uses. Non-vehicular connections shall similarly be provided every 500 feet along the entire perimeter of the property. Exceptions for this subsection include topographic and environmental constraints (wetlands, streams, etc.) and limited access highway right-of-way.

C. ~~Subdivisions abutting arterial streets shall provide a marginal service road or reverse frontage with a buffer strip for planting, or some other means of separation of through and local traffic as the Planning Board may determine appropriate.~~



C. All residential subdivisions and nonresidential developments that involve the construction of new streets shall have a minimum street connectivity index of 1.2 as defined herein.

D.1. Cartway widths. The cartway width shall be measured from curb to curb and if there is no curb, it shall be measured from the edge to edge of the pavement. The ~~minimum~~ maximum cartway width shall be 30 of Minor Streets shall be 24'. The maximum cartway width of Collector Streets shall be 36' and shall include 8' wide, designated on-street parking lanes on both sides of the street.

H. All street intersections shall be nearly at right angles ninety (90°) degrees as possible and in no case shall be less than sixty (60°) degrees. The block corners at intersections shall be rounded at the curb lines with a curve having a radius of not less more than ten (10) fifteen (10) feet. Curb extensions of not less than eight (8) feet in width shall be provided at all intersections wherever on-street parking is provided. In commercial areas special pavement treatment shall be used in pedestrian crosswalk areas.

3. Minimum Sidewalk Width

Section 232-12. "Site plan details" should be revised as follows:

I. Sidewalks

(1) Each land development subject to site plan approval that abuts an arterial or collector streets shall provide a sidewalk within the road right-of-way as required by the Zoning Ordinance. In commercial districts the sidewalk shall be provided between the curb line and the Build-to Line and shall be a minimum of 15' wide.

4. Block Size

Section 246-17. "Blocks" should be revised as follows:

B. Block length shall be between 250-500' and width or acreage within the bounding roads shall be such as to accommodate the size of lot required in the area of by the Zoning Ordinance and to provide for convenient access, circulation control and safety of street traffic. When existing block lengths exceed 500', wherever possible, new streets or non-vehicular connections should be inserted to reduce the block size.

Multi-Family Residential Design Guidelines

To ensure that multi-family dwellings, whether part of PTC development or located elsewhere in the Regional Growth Area, take the form of attractive, pedestrian-oriented neighborhoods, the following revisions to the PR-4 zoning district and other relevant site plan regulations are recommended:

1. Build-to Line

Section 296-24 "Area, Yard and Bulk requirements" of the PR-4 District should be revised as follows:

Residential dwellings units proposed for development within the PR-4 District shall be subject to the area, yard and bulk requirements listed in Schedule 2, Area, Yard and Bulk Requirements for Residential Uses, found at the end of this chapter. In addition to these requirements, garden apartments shall be subject to a 15' build-to line requirement, as defined herein.

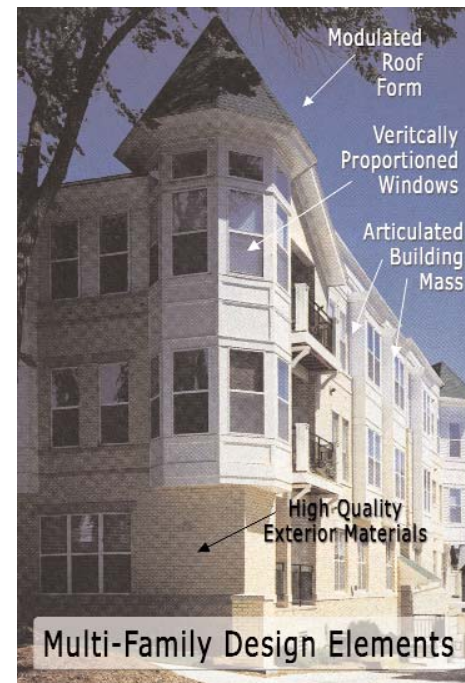
2. Schedule 2 Revisions

The Front Yard Setback for garden apartments should be deleted and the following note (12) added to the schedule: See Section 296-24.

3. Design Standards

Section 232-12 "Design Standards", Subsection O "Multi-family Housing" should be revised to include the following additional provision:

(8) Architectural Design Standards



1. Overall Site Design, Layout and Building Orientation

Multi-family developments shall be planned and designed as pedestrian-oriented residential neighborhoods. Public streets, pedestrian-scale blocks, and open space is intended to provide the organizing framework for multi-family developments. Therefore, multi-family developments shall be designed according to the following principles:

- a. The front of multi-family residential buildings must be oriented to an existing or a new public street or public open space. Multi-family dwellings that are located on corner lots shall be oriented to two public streets.
- b. In the case of a group of multi-family buildings, and where sufficient land area exists, the development shall be organized into a pattern of pedestrian-scaled blocks, between 250-500 feet in length, bounded and defined by existing and new public streets.
- c. New public streets are to be developed in lieu of internal parking area driveways and access aisles. All existing and new streets within a multi-family development shall be designed to include on-street parking and are to be improved with sidewalks and appropriate pedestrian amenities, as required elsewhere in this ordinance.

2. Parking Location

No off-street parking lots, driveways, or access aisles may be located between the front of a multi-family building and a public street. All parking for multi-family buildings shall be located to the rear of the building, or in the case of a grouping of buildings, in the interior of the grouping. Multi-family buildings shall not be oriented toward parking areas. The perimeter of all parking areas that are visible from a public street shall be visually screened with walls, fences and landscaping. Internal landscaping in the form of shade tree planting and landscaping of traffic islands shall also be provided.

3. Building Massing and Style

Multi-family residential buildings shall incorporate simple and traditional building forms and should be designed so as to appear as a grouping of attached homes or a large estate dwelling. Long, monotonous wall planes shall be avoided. Articulation of the wall plan shall be provided by projecting bays, recesses, porches, balconies, ornamental door surrounds, stairs, stoops, balustrades and other appropriate architectural design features. When used, porches and balconies shall have a minimum width of six (6) feet to ensure that they are functional.

4. Roof Types and Form

The roof shape and roofline of multi-family shall vary in form and height to reinforce the perception that the building is a grouping of individual

structures or a single large residential structure. A continuous or unbroken roofline shall be avoided. Gable, and cross-gable and hip roof forms are preferred and shall incorporate features such as dormers and chimneys that are appropriate to the architectural design of the building. Roof pitch should be between 6/12 and 14/12. Overhanging eaves shall be provided on all appropriate sides. Flat roofs are to be avoided.

5. Facade Treatments

The elevation of a multi-family building along any public street must include changes in facade material and sufficient articulation to reinforce the perception that the building is a grouping of individual structures. Changes in materials and facade articulation should occur at regular intervals. Front facade treatment shall be continued on all visible sides of a building. Blank walls visible from a public street are to be avoided.

6. Doors and Entry Points

Multi-family buildings shall have multiple doorways and entry points at the front of the building providing each dwelling with direct access to the public street. A minimum of one doorway shall be provided at the front of a multi-family building for every three- (3) dwelling units.

7. Windows

All windows should be vertical in proportion and upper story windows should be aligned with windows or door openings occurring on the first floor. Window form, size, and materials shall be compatible with the architectural style, scale, and materials of the building. Blank, window-less walls visible from a public street are to be avoided.

8. Treatment of Building Openings

All windows, doors, and building opening shall be emphasized by the use of architectural features and ornamentation such as lintels, pediments, porches, columns, and other appropriate design features.

9. Building Materials

Building materials for multi-family residential buildings shall be limited to brick, wood or vinyl siding, or stucco. The materials used on all visible facades shall be consistent with the architectural design of the front of the building.

10. Open Space

- a. A public open space shall be provided for every multi-family residential development, in the form of a lawn, terrace or courtyard area.
- b. It is intended that this open space shall function as a place of public recreation for both the residents of the development and the community; however, maintenance responsibility shall be retained by the developer unless that development is a condominium association
- c. Area devoted to open space shall not be less than 10% of the total gross

acreage of the development.

Implementing ordinance language for the Pump Branch Greenway

The Open Space, Parks and Recreation section of this plan suggests that the wetlands buffers along the length of the Pump Branch Creek offer an ideal greenway alignment that cuts across the Regional Growth Area and links a series of existing and future neighborhoods. While the wetlands buffers along the Pump Branch are regulated by the state, they are privately owned. Therefore, to provide public access through these lands, a continuous public access easement will be required. The proposed alignment of the Pump Branch Greenway appears to fall entirely within the PR-2 Zoning District. Following is suggested language that could be incorporated into the PR-2 Zone to require the desired public access

296-18 Public Access through the Pump Branch Greenway

Purpose

- A. As indicated on the Township's Official Map, a public access greenway alignment has been designated within the wetlands buffers associated with the Pump Branch Creek. Therefore, all development adjoining and contiguous to the Pump Branch Creek shall provide a public access easement conforming to the following conditions:
 - 1. The public access easement shall be granted in perpetuity to the Township of Winslow (or Camden County, or the State of New Jersey).
 - 2. The public access easement shall extend to the limits of the wetland buffers associated with the Pump Branch Creek as shown on the Official Map of the Township.
 - 3. The Township of Winslow shall be responsible for maintenance of the greenway.
 - 4. Signage, approved by the Township (or County, or State,) shall be installed indicating that the greenway is public open space.

To enhance the quality of life and health of local residents, it is the intention of this ordinance to provide residents with direct public access to natural lands and open space associated with the wetlands adjoining the Pump Branch Creek. This access shall take the form of continuous linear public open space within the limits of wetland buffers designed to provide opportunities for passive recreation and to enable residents to enjoy and experience the unique natural environment of the Pinelands. Public access shall be provided via an easement coterminous with the wetlands buffer and the area of all private lands contained in the greenway shall continue to be counted toward minimum lot size requirement.

Tree Removal Ordinance

MODEL TREE CLEARING ORDINANCE ORDINANCE NO. __ - Amended 2003

AN ORDINANCE TO AMEND THE CODE OF THE TOWNSHIP _____, CHAPTER ____ THEREOF ENTITLED _____.

SECTION 1. Purpose. It is recognized that there is a strong relationship between _____ Township's quality of life and the integrity of the region's water quality, air quality, natural Pinelands landscape and aesthetic amenities. Destruction of the Township's existing trees, woodlands and vegetation contributes to increased soil erosion and sedimentation, increased stormwater runoff and costs to control runoff, degradation of water resources, decreased groundwater recharge, increased buildup of atmospheric carbon, decreased wildlife habitat, increased dust and decreased property values, all of which negatively affect the character of the Township. The appropriate management of existing vegetation resources are an important health, safety and welfare concern.

Therefore, it is the intent of this ordinance to protect and preserve the air, water, natural Pinelands landscape and aesthetic quality of the Township by preserving the maximum possible number of trees and in the course of development of a site, ensuring that the health of trees and vegetation used for landscaping on a site is maintained throughout the development process and protecting larger, older specimens of trees.

SECTION 2. Chapter ____ of the Code of the Township of _____, Section ____, Definitions, is hereby amended to add and modify the following definitions:

COMPATIBLE TREE OR SHRUB: Trees and shrubs authorized by N.J.A.C. 7:50-6.25 to be used for revegetation or landscaping purposes, or other trees and shrubs not listed under N.J.A.C. 7:50-6.25 but adapted to the droughty, nutrient-poor conditions found in the New Jersey Pinelands.

CRITICAL ROOT ZONE (CRZ): The minimum area surrounding an established tree which must be left undisturbed in order to preserve sufficient root mass to provide the tree with a reasonable chance of survival. Defined as a circular area surrounding an established tree, of which the center is the center of the tree trunk and the radius is the distance from the outside of the trunk to any point eighteen (18) times the diameter at breast height (DBH). The CRZ shall extend to a depth of five (5) feet below surface ground level.

FRONT YARD: An open unoccupied space (except as permitted herein) on the same lot with a principal building and extending across the width of the lot between the front lot line and the front walls or supports of the principal building, regardless of its configuration.

HAZARDOUS TREE: A dead tree, or one so affected by a significant structural defect or disease that falling or failure appears imminent and that poses a threat to life or property, or a tree that impedes safe vision or traffic flow, or that otherwise currently poses a threat to life or property, all as determined by a Certified Arborist at the applicant's expense.

LOT DISTURBANCE: Clearing, cutting, grading, excavating, filling, transporting, or any other activity that alters, eliminates or removes trees of six (6) inches DBH or larger on a lot.

NEW JERSEY BIG TREE: A tree formally designated by the New Jersey Forest Service's New Jersey's Big Tree Program, New Jersey Division of Parks and Forestry, which identifies and catalogues the largest individual trees in the state according to species. A listing of such trees and a map showing their location is maintained at the principal offices of the Division.

NON-TURF VEGETATION: Includes compatible trees of a minimum size of two and one-half (1.5) inches DBH and compatible shrubs.

PRESERVED TREE: A tree of 6" DBH or larger which is not removed from a lot on which development is occurring.

PROTECTION MEASURE: A practice or combination of practices (e.g., construction barriers, protective fencing, tree wells, etc.) used to control construction or development impacts to vegetation.

REMOVE, REMOVAL: The direct or indirect removal of a tree(s) or vegetation through actions including, but not limited to: clearing, cutting, causing irreversible damage to roots or trunks; poisoning; destroying the structural integrity of trees or vegetation; filling, excavating, grading or trenching in the Critical Root Zone; relocating an existing tree to a new planting location; or the removal through any of these processes of greater than thirty percent of the height, size or bulk of an established tree.

UNDERSTORY VEGETATION: Small trees, shrubs, and groundcover plants.

SECTION __. Chapter ____ of the Code of the Township of ____, Section ____, is hereby amended to add a new subsection A to read as follows:

Maximum Lot Disturbance Requirements for Residential Lots.

A.1. Residential development shall comply with the following schedule of lot disturbance limitations:

Lot Size	Max. Lot Disturbance Permitted (to be measured in SF)
æ 10,000 SF	85%
> 10,000 SF	no lot disturbance permitted outside of a 10 foot buffer of any existing or proposed structure on the lot
All town homes, condominiums, garden apartments and zero lot line applications	55% of overall tract/parcel

A.2. In addition to the maximum lot disturbance requirements described in A1., no lot disturbance shall be permitted within 10 feet of the rear lot line of any lot over 10,000 SF.

A.3. In addition to the requirements above, if the applicant proposes to remove any "New Jersey Big Trees" from the lot, regardless of their location, the applicant is required to apply to the Planning Board for a permit to do so. The permit application must include a site plan clearly marking the location of each New Jersey Big Tree.

A.4. The applicant may remove any hazardous trees on the lot provided they have been verified by a Certified Arborist and approval has been given for the removal by the Planning Board.

SECTION __. Chapter ____ of the Code of the Township of _____, Section ____, is hereby amended to add a new subsection B to read as follows:

B. Minimum Non-Turf Landscaping Requirement for front yards.
B.1. Applicant is required to ensure that the amount of non-turf vegetation in the front yard meets the following schedule:

Lot Size	Min. Non-Turf Vegetation in the Front Yard
æ 7,000 SF	3.0% of lot size
7,001 - 10,000 SF	7.0% of lot size
10,001 - 20,000 SF	9.0% of lot size
20,001 - 40,000 SF	12.0% of lot size
> 40,000 SF	16.0% of lot size

B.2. The non-turf landscaping requirement shall be met according to the following specifications:

- B.2.1. This requirement may be met with existing vegetation; or
- B.2.2. Where a shortfall exists, replacement plantings must be used according to both of the following two schedules:

Schedule A: Mix by Size: per 400 sq. ft. = 40 points (with at least 1 tree)

- 1. Understory deciduous shrub = 2 points
- 2. Understory evergreen shrub = 3 points
- 3. 1.5" DBH tree = 2 points
- 4. 2.5" DBH tree = 6 points
- 5. 4" DBH tree = 12 points
- 6. 6" DBH tree = 18 points

Schedule B: Mix by Point Type

- 1. Maximum 90% deciduous
- 2. Minimum 10% evergreen
- 3. Maximum 50% shrubs
- 4. Maximum 25% any one species

B.2.3. If the shortfall(s) is less than a multiple of 400 SF, applicant must round up to the next multiple of 400 SF (e.g., 500 SF shortfall = 800 SF requirement), and

B.2.4. The replacement trees and understory vegetation shall be composed of compatible trees and shrubs as authorized by N.J.A.C. 7:50-6.25. Other trees and shrubs may be used in the following

Appendix B -Tree Removal Ordinance

circumstances, with the approval of the Planning Board:

- B2.4 (i) When the parcel to be developed or its environs contain a predominance of shrubs and tree species not authorized by N.J.A.C. 7:50-6.25; or
- B2.4 (i) For limited ornamental purposes around buildings and other structures; or
- B2.4 (iii) When limited use of other shrubs or tree species is required for proper screening or buffering.

B.2.5. To the extent practicable, replacement plantings shall be done in clusters, consistent with what occurs naturally. In any case, the shortfall square footage should be covered with a mulch of hardwood chips at least two (2) inches deep and no more than four (4) inches deep.

B.2.6. Replacement trees, shrubs and understory vegetation shall be nursery-grown and comply to American Association of Nurserymen (AAN) standards. Replacement trees must be planted according to the following standards:

- (i) Planting hole must be two (2) times wider than root ball of tree; and
- (ii) Native soil must be used for backfill and tamped lightly to avoid soil compaction; and
- (iii) Where appropriate, trees must be staked for trunk support and root anchorage.

B.2.7. For lots equal to or smaller than 10,000 SF, credits for shortfalls may be taken off-lot for clusters of plantings on islands in streets in front of homes, perimeters around the subdivision, plantings between homes in front of the minimum building setback line, and percentages exceeding the minimum on corner lots and other appropriate areas. Off-lot plantings must follow both schedules in B.2.2.

B.2.8. Any replacement plantings that die within 2 years from the time of planting must be replaced by the applicant.

SECTION ___. Chapter ___ of the Code of the Township of ___, Section ___, is hereby amended to add a new subsection C to read as follows:

1. Lot Landscaping Plan. A landscaping plan shall be submitted to the Planning Board for approval. All landscaping plans must show:

- C.1. The footprint(s) of all existing or proposed structures
- C.2. Either the proposed lot clearance for lots under 10,000 SF, or the 10-foot buffer(s) of all existing or proposed structures for lots over 10,000 SF
- C.3. The location of each tree of 6" DBH or larger
- C.4. The location of any hazardous trees on the lot which the applicant proposes to remove; and

C.5. How the required schedules of non-turf vegetation will be met in the front yard.

SECTION ___. Chapter ___ of the Code of the Township of ___, Section ___, is hereby amended to add a new subsection D to read as follows:

D. Critical Root Zone Protection.

D.1. Most trees can tolerate only a small amount of root damage. Prior to any land disturbance, all trees of six (6) inches DBH and larger to be preserved shall be protected from damage during construction using protection measures that protect the Critical Root Zones. These protection measures shall be done according to the following standards:

D.1.1. Protective tree fencing shall be installed along the outer edge of and completely surrounding the Critical Root Zones of all preserved trees. These fences shall be self-supporting wooden snow fences or orange plastic construction fences a minimum of four (4) feet high and shall be accompanied by "Tree Preservation Area" signage; and

D.1.2. Clearing within the Critical Root Zone shall be done only by hand-operated equipment; and

D.1.3. Excavation or storage of materials or equipment, including soil, shall not be conducted within the Critical Root Zone; and

D.1.4. The grade of the land located within the Critical Root Zone of all preserved trees shall not be raised or lowered more than six (6) inches unless compensated by welling or retaining wall methods; and in no event shall welling or retaining wall methods occur within the Critical Root Zone; and

D.1.5. Where utilities must be installed through a Critical Root Zone, such installation shall be done using tunneling rather than trenching; and

D.1.6. Physical damage to trunks, branches, foliage and roots of preserved plant material must be avoided; and

D.1.7. Nothing shall be nailed or tied to preserved trees or understory vegetation; and

D.1.8. The removal of trees adjacent to preserved trees can cause inadvertent damage to the roots of preserved trees. Whenever possible, trenches of a minimum width of two (2) feet shall be cut along the limits of land disturbance so that roots are cut rather than torn. Tunneling may be required for the protection of New Jersey Big Trees.

D.2. Appropriate protection measures shall be implemented to protect understory vegetation and other plant material to be preserved.

D.3. Where the Planning Board has determined that irreparable damage has occurred to preserved trees and/or understory vegetation, the damaged plant materials must be removed and replaced.

SECTION ___. Chapter ___ of the Code of the Township of ___, Section ___, is hereby amended to add a new subsection E to read as follows:

E. Non-Residential Lot Disturbance and Landscaping Plan Requirements.

E.1. On non-residential lots, no disturbance beyond the following areas of the lot shall be permitted:

- E.1.1. The building envelope; and
- E.1.2. Required parking, driveways, loading areas and utility access; and

E.1.3. A ten (10) foot construction zone beyond the building and any other existing or proposed structures on the lot.

E.2. A landscaping plan for all non-residential lots shall be submitted to the Planning Board for approval prior to any vegetation removal or land disturbance. The landscaping plan shall demonstrate compliance with all non-turf landscaping requirements described in subsection B; however, those requirements may be met on any portion(s) of the lot.

[OPTIONAL: SECTION ?. TREE REMOVAL PERMIT PROGRAM. This would basically require homeowners who wish to remove a tree from their property to apply for a permit, and the number of trees they are allowed to remove per year would be limited to some number. Exceptions could include removal of "hazardous trees," which as defined above would need to be verified by a Certified Arborist. There are many examples of municipal tree removal permit programs (Princeton Twp. has a good one), and in fact most tree preservation ordinances seem to follow this model.]

SECTION ___. Nothing in this ordinance or within the shall be deemed to impose any liability for damages or a duty of care and maintenance upon the Township or upon any of its officers or employees. The owner of any private property shall have a duty to keep the trees upon the property and under their control in a safe, healthy condition. Any person who feels a tree located on property possessed, owned or controlled by them is a danger to the safety of themselves, others or structural improvements on-site or off-site shall have an obligation to secure the area around the tree, support the tree, or to verify with the Planning Board that the tree is hazardous and remove it to safeguard both persons and improvements from harm.

SECTION ___. All Ordinances and parts of Ordinances inconsistent herewith are hereby repealed.

SECTION ___. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a Court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions hereof.

SECTION 16. This Ordinance shall take effect upon final passage, adoption and publication in the manner prescribed by law.

Dated: April 1, 2003

Winslow Township's Development Characteristics

Positive Housing Types:



Better use of natural landscape on house lot



Example of good planning - left the trees



House surrounded by natural beauty



Wilton's Corner, Cross Hill Road - wooded lots



Pleasant rural residential streetscape



Tree preserved residential subdivision

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Negative Housing Types:



More rooftops - no way to get anywhere



Blue Anchor, Central Avenue - there used to be a forest here



Uninviting streetscape - new residential



Preserve local farmhouses before they're gone



House lot is "overdeveloped" - less landscaping, more natural area



No thought, no planning - need architectural ordinance for direction

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Positive Commercial Types:



Main Street, Voorhees - pedestrian promenade, offices, restaurant, and residential looking back towards mid-rise office building



Collingswood, New Jersey - town center; commercial and residential development



Quaker Store, Stratford - preserve local history



Regional commercial with excellent streetscape design details



Route 73 South, Evesham Township - a not-so-boxy "big box" store



Highway commercial garden center exhibits agricultural roots

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Negative Commercial Types:



Loss of farmland to commercial development; ugly, pointless, retail construction (2 photos)



Too much parking lot; impervious cover



Poorly-located and executed commercial on road to center of "town"



White Horse Road, Voorhees - a "big box" store designed without special architectural consideration



Route 73 South, north of Berlin Circle - the type of commercial development that must be avoided



Route 73, south of Berlin Circle - strip centers can be equally unattractive

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Positive Institutional Types:



Well-maintained and located municipal complex



Sicklerville United Methodist Church



Winslow Methodist Church, founded in 1833



Haddonfield, New Jersey - municipal building on Kings Highway in town center



Haddonfield, New Jersey - high school on Kings Highway, looking toward town center (in easy walking distance)

Negative Institutional Types:



Winslow Township High School - poor planning, higher taxes, lower test scores

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Negative Streetscape Types:



No interconnection between foreground and background development



Sidewalk disconnect between developments



Pump Branch Road - no sidewalks



Poor example of reverse frontage on country road



No sidewalks to connect young people, seniors

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Positive Open Space Types:



Preserve farmland



Peach orchard; agricultural component is important for diversity of landscape



Solitude, peacefulness; working dogs in their environment



Winslow's PTC Zone: reclamation of old landfill into open space



State-preserved open space and passive recreation



Preserve open space with lakes for passive recreation and habitat preservation

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Negative Open Space Types:



Loss of farmland to commercial development



100-acre municipal landfill; opportunity for open space use



Elm Lake - polluted, toxic



Development encroaching on lake, limiting recreational opportunities

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Positive Park Types:



Haddon Heights, New Jersey - small plaza near Station Avenue; shops and public library in background



Medford Village Park - we don't have a gathering spot like this



Wilton's Corner recreation area



Large park surrounded by residential development

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Negative Park Types:



New Brooklyn Park - good thing, but find a way to incorporate through township



Peter Volpa Park - Soccer and tot lot; unify park system through township

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Positive Stormwater Management Types:



Wilton's Corner retention basin



Well-designed, not fenced basin



Cedar Brook Road - ...an irrigation pond with no fence and no known liability issues

** Note: Photos and captions provided by Winslow Township's Vision Team members*

Winslow Township's Development Characteristics

Negative Stormwater Management Types:



Fenced, poorly-screened basin



Chestnut Hill drainage basin



Heathermere drainage basin

** Note: Photos and captions provided by Winslow Township's Vision Team members*

The Pinelands Excellence Program - Creating Livable Communities

(What's it all about ?)

The Pinelands Excellence Program is about Achieving Excellence in Community Design and

Livable Places

What does it mean?

"Places are spaces you can remember, that you can care about, and make a part of your life."

Charles W. Moore

Its about legacy . . .

Are we building the kind of places that are grandchildren will want to live in?

Instead of building places . . . we've been building no-places . . .

The Symptoms of Sprawl:

We are developing open space in excess of our population growth.



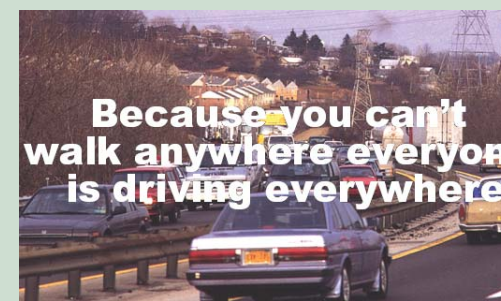
Segregation of land uses



Segregation of people by limited housing choices



Congestion



Environmental Degradation



Loss of community and social interaction



Loss of local character and defining features



Very cost inefficient

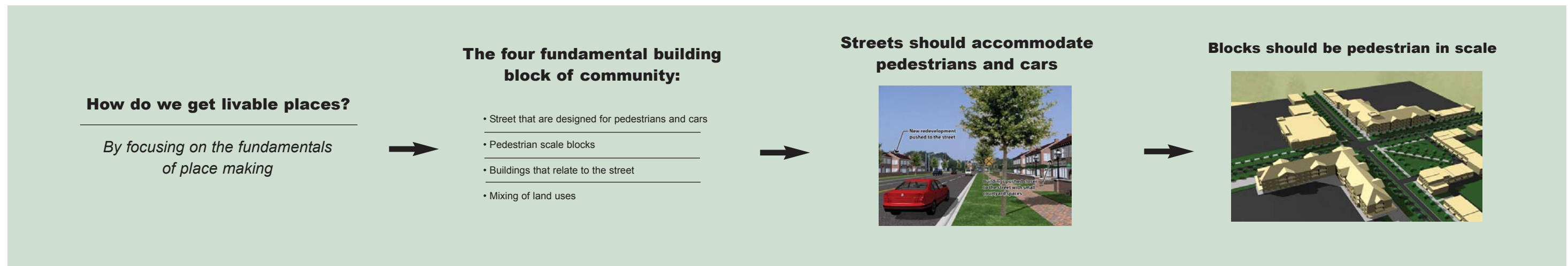


How do we fix it?

By insisting on excellence in community design

The Pinelands Excellence Program - Creating Livable Communities

(What's it all about ?)



The Pinelands Excellence Program - Creating Livable Communities

(*What's it all about ?*)

**Streets need to become public
"outdoor rooms"**



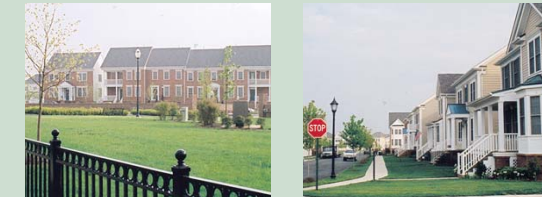
**Land uses should be mixed within
building and district**



Can it happen in New Jersey?

it already is

**Livable Communities Case Study:
New Town Center**



Washington Township, Mercer County

**Livable Communities Case Study:
Redevelopment**



Garden State Race Track, Camden County, NJ

**Livable Communities Case Study:
Village Extension**



Marlton Town Center, Burlington County, NJ

How do we make it work?

its all about the code. . . .

Create a vision and codify it

VILLAGE EXTENSION DISTRICT TOWNSHIP OF LINCOLN Residential Buildings and Lots Detailed Types		Appendix		
CATEGORY	SINGLE FAMILY		ACCESSORY	COTTAGE
LOCATION	East-West Street	North-South Street	Zero-Lot-Line	All Streets
BUILDING HEIGHT	Max of 30' (see notes)	Max of 30' (see notes)	Max of 30' (see notes)	Max of 30' (see notes)
DIMENSIONS	See notes	See notes	See notes	See notes
PARKING	See notes	See notes	See notes	See notes
PERMITTED PLACEMENTS	See notes	See notes	See notes	See notes

**Emphasize the four fundamental
building blocks of community.**

- Street that are designed for pedestrians and cars
- Pedestrian scale blocks
- Buildings that relate to the street