

PLAN ENDORSEMENT REPORT FOR TOWNSHIP OF WOOLWICH (GLOUCESTER COUNTY)



NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS
OFFICE OF SMART GROWTH

(Draft report produced on 03/10/08. Revised 04/03/08.)

Photograph Sources

New Jersey State Champ Black Cherry Tree, Woolwich, New Jersey (cover)
TDR Sending and Receiving Zone Map, Melvin | Kernan Development Strategies (p. 2)
Design Graphics, Melvin | Kernan Development Strategies (p. 16)
Sprawl vs. TDR Graphic, Melvin | Kernan Development Strategies (p. 24)
Kingsway Regional High School, Woolwich, New Jersey (p. 26)
Governor Stratton House, Woolwich, New Jersey (p. 31)
Nike Missile Site, Woolwich, New Jersey (p. 31)
Victorian home, Woolwich, New Jersey (p. 31)
AME Church, Woolwich, New Jersey (p. 31)

Text Sources

This report contains unreferenced text from Woolwich Township's Petition for Plan Endorsement.

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INTRODUCTION

As part of Initial Plan Endorsement process and the State Transfer of Development Rights (TDR) Act, N.J.A.C. 40:55D-137 et seq., the Township of Woolwich has requested the designation of the Woolwich Regional Center, approximately 2.65 square miles in size; two TDR receiving zones, known as the U.S. Route 322 Receiving Zone and Auburn Road Receiving Zone; and various sending zones, encompassing 4,101 acres of land.

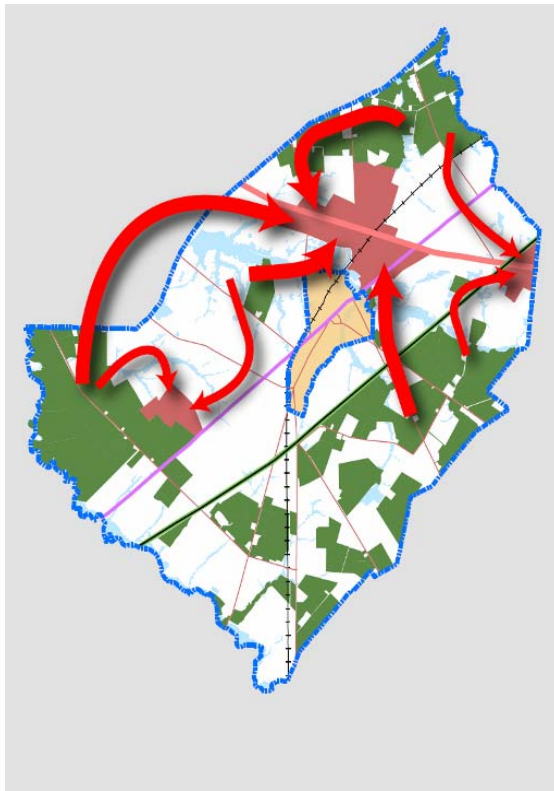
The proposed Regional Center is intended to absorb a significant portion of the Township's projected growth. The Regional Center consists of several key areas, including the U.S. Route 322 Receiving Zone, Woolwich Adult, L.L.C. and Kingsway Regional School District. The U.S. Route 322 Receiving Zone is approximately 762 acres in size and consists of two non-contiguous sections. The first section, known as Woolwich New Town, is located west of Woolwich Adult, L.L.C., and encompasses 665.5 acres. The second section which is strictly planned for commercial uses encompasses 96.5 acres and is situated east of the New Jersey Turnpike. The U.S. Route 322 Receiving Zone will approximately accommodate 3,217 homes when fully built out, which translates into a gross density of 6,075 people per square mile. The U.S. Route 322 Receiving Zone will contain a mixed use core focused on Swedesboro-Paulsboro Road, where retail shops and restaurants will line the street with residential and office space residing above. Larger format commercial space will reside in a 54-acre zone located adjacent to Locke Avenue and the 96.5 acres east of the New Jersey Turnpike. Woolwich Adult, L.L.C., which encompasses approximately 750 acres along U.S. Route 322, is located east of the receiving zone and is the subject of a Builder's Remedy lawsuit. The settlement agreement between Woolwich Township and Woolwich Adult, L.L.C. calls for 1,029 senior units, in which 104 of them will be affordable, and 2.7 million square feet of commercial space. The Kingsway Regional School

District, which serves public school students in grades 7 through 12 from East Greenwich Township, Logan Township, South Harrison Township, Swedesboro Borough and Woolwich Township, lies between the U.S. Route 322 Receiving Zone and Woolwich Adult, L.L.C.

The second receiving zone requested by the Township is known as the Auburn Road Receiving Zone. Currently, the Auburn Road Receiving Zone is located on the west side of Auburn Road and within the Suburban Planning Area (PA2). It is south of the Four Seasons development within Weatherby, a Planned Unit Development (PUD) approved in 1998. Auburn Road Village consists of a single parcel of land, comprising roughly 125 acres. The property in question is located in an approved sewer service area. As proposed, the Village will contain a maximum of 502 housing units including 130 single family homes, 162 twins and 210 townhouse units. The single family units will be permitted by right, as will 110 twins. The remaining units will be built via the transfer of development rights. A total of 50,000 square feet of commercial space will line Auburn Road along the frontage of the property. This will be permitted by right, rather than being created through the transfer of development rights. Green spaces will be distributed throughout the Village to afford ready access by all residents. The transfer of development rights will create a walkable, compact community with a mix of housing types, commercial space and public open space. Much like the US 322 Corridor Receiving Zone, the master plan for this site establishes an integrated system of connected streets and opportunities to link this site to the roadway system in Weatherby.

Woolwich Township's sending zone contains 119 tax parcels, totaling 4,101 acres. All participating properties are located in one of four residentially zoned districts including the R-1, R-2, R-3 and 5 Acre districts. Eligible properties included those that were either vacant or under-developed according to the zoning ordinance. Initially, all properties considered developable were analyzed that were over 10 acres in size

and located in a residentially zoned district outside of an existing sewer service area. These properties were entirely or predominantly undeveloped agricultural land, forested areas or open space. Parcels equal to or less than 10 acres in size were subsequently added to the inventory where they abut other potential sending parcels or preserved parcels. This allows smaller parcels the opportunity to merge with other properties and thereby participate in TDR. Additional sending zone parcel characterization can be found in the Township's TDR Plan on page 52.



Accompanying the request for the delineation of a Regional Center, the two receiving zones and various sending zones, is a

number of Planning Area changes. The Planning Area changes include the following:

- Fringe Planning Area (PA3) to Suburban Planning Area (PA2) and vice versa;
- Fringe Planning Area (PA3) to Rural Planning Area (PA4);
- Fringe Planning Area (PA3) to Rural/Environmentally Sensitive Planning Area (PA4B);
- Suburban Planning Area (PA2) to Environmentally Sensitive Planning Area (PA5);
- Fringe Planning Area (PA3) to Environmentally Sensitive Planning Area (PA5);
- Rural Planning Area (PA4) to Fringe Planning Area (PA3);
- Suburban Planning Area (PA2) to Rural Planning Area (PA4);
- Suburban Planning Area (PA2) to Parks and Natural Planning Area (PA8);
- Fringe Planning Area (PA3) to Parks and Natural Planning Area (PA8); and
- the addition of Critical Environmental Sites (CESs).

A more in-depth discussion of these changes are identified in the *Consistency with the State Plan – Center and Planning Area Criteria* section of this recommendation report (p. 34).

The main intentions of these changes have been to 1) align the Planning Areas and Center boundaries with receiving zones and already developed areas, 2) preserve over 4,000 acres of land in the TDR sending zones through transfer of development rights into two receiving zones, 3) maintain a critical mass of contiguous farmland thus promoting a viable agricultural industry, 4) accommodate growth in compact centers, 5) protect habitat and environmental resources through the protection of large contiguous open space, 6) confine sewer service to centers and areas appropriate for growth and 7) apply State policies specifically relating to water resources, open lands and natural systems, and historic, cultural and scenic resources.

STAFF RECOMMENDATION

Woolwich Township's planning vision is consistent with the State Plan as defined in the State Planning Rules. Therefore, staff recommends Initial Plan Endorsement for the Township, including the designation of the aforementioned Regional Center and Planning Area changes. Approval of the Township's Petition for Plan Endorsement also constitutes approval of the Township's TDR Program pursuant to the State TDR Act (N.J.S.A. 40:55D-137 et seq.).

This recommendation recognizes the efforts made by the Township, which has demonstrated commitment and leadership towards improving its plans. We look forward to working with the Township to further its plans via refinement and implementation.

BACKGROUND

Process Timeline

Woolwich Township's TDR plan element and supporting planning documents evolved out of a two-year comprehensive planning process beginning in June 2005, when the governing body appointed a subcommittee to oversee the process. This ambitious effort was designed to accomplish both completion of a TDR plan element and preparation of an Initial Plan Endorsement petition. The process was overseen by a locally appointed subcommittee.

The draft planning documents resulting from this two-year effort were presented at a meeting of the Woolwich Township Planning Board. Revisions based on local feedback and input from State agencies were incorporated into the plans prior to the Planning Board public hearing on March 1, 2007. All but the Capital Improvement Program (CIP) were subject to the hearing, since a CIP must be adopted by the Governing Body. The draft Initial Plan Endorsement petition and CIP were forwarded to the Township Committee prior to a hearing held on March 5, 2007. All documents were transmitted to the Office of Smart Growth (OSG) following adoption at the hearings on March 30, 2007.

This formal submission initiated OSG's 30-day completeness review. On April 25, 2007, OSG deemed Woolwich Township's petition complete, thereby allowing OSG and our partner State agencies to commence the 45-day consistency review, as identified in the New Jersey State Planning Rules, N.J.A.C. 5:85 et seq. In accordance with those rules, the Township or any interested person may request that OSG conduct a public hearing on the Township's petition within 10 days from the completeness determination. As such, Mr. Richard Nieuwenhuis, President of the New Jersey Farm Bureau (NJFB) requested said hearing on May 4, 2007 to ensure all interested

parties that the TDR program is well-founded and has the potential for success. By rule, OSG was required to hold the public hearing within the 45-day consistency review and did so by conducting the hearing on May 31, 2007. The consistency review period ended on June 11, 2007.

Within 60 days following the end of this review period, OSG was required to prepare a report to the SPC assessing the consistency of Woolwich Township's petition and draft Planning and Implementation Agreement (PIA) with the goals, policies and strategies of the State Development and Redevelopment Plan (State Plan). On July 3, 2007, OSG transmitted a letter to the Honorable Giuseppe Chila, Mayor of Woolwich Township indicating that there were consistency issues that needed to be resolved prior to an OSG recommendation for endorsement. This request was made in order to clarify some concerns and assist with the evaluation of the petition for consistency with the goals, policies and strategies of the State Plan. The Township responded to this letter on August 29, 2007. This letter requested that OSG, at the discretion of the Executive Director, extend the 90-day timeframe to allow the Township to thoroughly counter OSG's concerns. On January 9, 2008, the Township submitted their formal response to OSG. As such, OSG and our State agency partners conducted a consistency review of the Township's addendum submission and have determined that Woolwich Township's petition and accompanying documents are consistent with the State Plan and the State TDR Act.

Public Participation & Planning Coordination

Master Plan

In 1990, the Master Plan was prepared and adopted, at which time the population totaled 1,468 persons with 506 dwelling units. The Master Plan was then reexamined in 1994, at which time there were no major changes to local planning goals and objectives. In 1998, the Township Planning Board approved

the Weatherby Planned Unit Development (PUD) providing for up to 4,500 dwelling units and 250,000 square feet of non-residential uses on 1,680 acres. Again in 2000, the Master Plan was reexamined and reported a 106.5% increase in growth since 1990. As such, the Township petitioned the Office of State Planning (OSP), now known as OSG, to expand public sewer service to areas beyond Weatherby along the U.S. Route 322 Corridor. In response, the Township removed a density bonus for residentially zoned lands if public sewer and centralized water were provided for tracts not already in the existing public sewer service area, as to direct density into areas appropriate for growth. Initial meetings were held by a Master Plan subcommittee that contained representation from the Governing Body, the Planning Board, the Zoning Board of Adjustment and the Environmental Commission, hence ensuring a transparent and open process. From 1990 to 2003, the Master Plan only contained four (4) elements – housing, circulation, utility services and conservation. In 2004, a Master Plan amendment incorporated an Open Space and Recreation Plan (OSRP) element, which included a section identifying high-priority areas for farmland preservation.

Resident Surveys

In June of 2005, the Township distributed 77 questionnaires to Township meeting attendees to solicit input on what types of retail/commercial components residents would like to see within the Township. Of the 77 questionnaires distributed, 68 were returned, thus providing the Township with a general sense of community preferences. The responses reflected a wide range of retail uses, including restaurants, entertainment and even supercenter establishments; however, neighborhood and community-oriented retail uses were the most common themes. A number of respondents wanted either small town uses or commercial designed with a “quaint” or small town feel.

U.S. Route 322 Task Force

The Route 322 Task Force was created in 2005 to clarify and resolve the public-private issues associated with the Woolwich Adult, L.L.C. settlement agreement in order to move the Regional Center forward. Members included Township representatives, Gloucester County representatives, and State legislative representatives. The Task Force met five times between 2005 and 2006. Among the issues discussed were water and sewer options, land use mix, Center designation/Plan Endorsement process and the receiving zone boundary delineation.

NJDOT Design Workshops – U.S. Route 322 Corridor

On April 24, 2006, NJDOT sponsored a meeting held at the Gloucester County office in Clayton, New Jersey. Representatives from NJDOT and its engineering consultants, Glattig-Jackson, OSG, NJDEP, Gloucester County, Delaware Valley Regional Planning Commission (DVRPC), Woolwich Township, Melvin | Kernan and Woolwich Adult, L.L.C. attended the meeting. Several meetings were held subsequent to the initiation of the first workshop. These meetings were held to discuss the TDR planning process and NJDOT's proposed alternative alignments to the U.S. Route 322 Corridor, west of Kings Highway (County Road 551). As a result of this kick-off meeting, these groups met monthly until July 2006 to discuss conceptual frameworks, integrated street networks and connectivity issues, particularly as it pertains to the linkage between Woolwich New Town and Woolwich Adult, L.L.C.

Plan Petitioning Committee

In addition to the public meeting requirements of the Plan Endorsement process, the Township undertook a comprehensive visioning process during the two-year period in which a development transfer plan element and supporting master plan elements were prepared. The Township relied on

its master plan goals and on extensive input from public and private stakeholders. The vision statement and planning objectives are a direct outcome of the visioning process.

In June of 2005, the Township passed a resolution creating a Plan Petitioning Committee to coordinate its efforts for the Plan Endorsement process. Committee members included the Mayor and representatives from the Township Committee, Planning and Zoning Boards, Economic Development Committee, Environmental Commission, Farmland Preservation and Open Space Committee, the Township Clerk and the general public. Concurrently, the Plan Petitioning Committee guided the preparation of the Transfer of Development Rights (TDR) Plan. From June 2005 through March 2007, the Plan Petitioning Committee met regularly to discuss the delineation of TDR sending zones, TDR credit allocation formulas, design and circulation issues associated with the receiving zones, concepts for land use along the U.S. Route 322 corridor, habitat protection, affordable housing and water and wastewater needs.

Open Space and Pedestrian Circulation Committee

Concurrent to the meetings held by the Plan Petitioning Committee, the Township created an Open Space and Pedestrian Circulation Committee that included the Mayor, the Plan Petitioning Committee and the Environmental Commission. The Committee utilized a grant from the Association of New Jersey Environmental Commissions (ANJEC) to link a contiguous park system to existing neighborhoods and the U.S. Route 322 Receiving Zone. Ultimately, these ideas were incorporated into Woolwich Township's Open Space/Bicycle and Pedestrian Path System Network Plan. Other suggestions included the accommodation of space for a farmers market and for small scale events and outdoor entertainment within the U.S. Route 322 Receiving Zone.

Township Meetings

In addition to the various sub-committee and task force meetings, and the NJDOT design workshops, Woolwich Township held regularly scheduled Township meetings to introduce residents to the long range planning efforts associated with both the Plan Endorsement and TDR programs. Presentations were also made describing recent development trends, past planning initiatives and future alternatives. Additional meetings were held describing the objectives of TDR and conceptual models for how the TDR receiving area might look and function. In February 2007, public meetings were held to present the proposed TDR plan, plans for the receiving zone and to discuss impacts to sending zone property owners. The Township relayed that all residents would be able to benefit from present day zoning, as long as they chose to participate in TDR. They were also reassured that an appeals process is being created by ordinance allowing them to challenge credit allocations in the event said allocations are in error. As further reassurance, they were told that the Municipal Land Use Law requires periodic review of the TDR ordinance by the municipality and the opportunity to repeal the ordinance if certain benchmarks are not achieved. In February of 2007, the Township conducted a public meeting on the draft development transfer plan element and associated plan elements including the Utility Services plan element, Capital Improvement Program, Public Spaces plan element, Public Spaces plan element, Circulation plan element, Stormwater Management plan element, Land Use plan element, and draft Zoning Regulations & Design Standards.

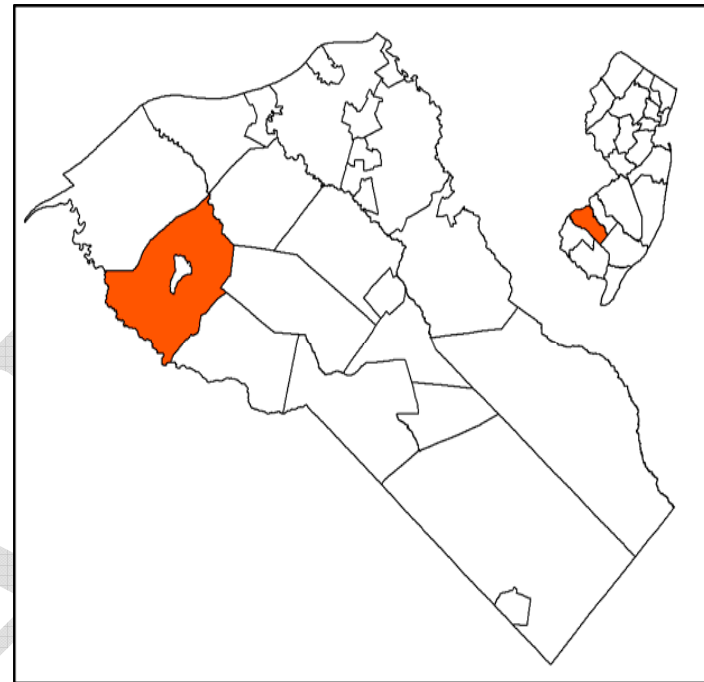
Intergovernmental Cooperation

As part of the Initial Plan Endorsement process, intergovernmental cooperation and commitment is essential to the successful implementation of plans consistent with State goals, policies and objectives. The Township coordinated with NJDOT to conduct the above-mentioned U.S. Route 322

Corridor Design workshops to identify a consensus-based circulation system for the US 322 Corridor that would accommodate projected traffic growth in the US 322 Corridor Receiving Zone Regional Center, including one of two planned Receiving Zones, and Woolwich Adult. During these sessions, held between April and August of 2006, participants, including Gloucester County and NJDCA, reviewed various alternative alignments for the highway corridor as well as conceptual plans for a grid-based network of streets. The resulting circulation plan is intended to reflect the County's and NJDOT's concerns. The Township also collaborated with NJDCA during the visioning process. NJDCA's primary role was to provide state agency feed back on preliminary TDR plan proposals and draft State Plan Policy Map changes. Staff of the State Agriculture Development Committee (SADC), housed in the New Jersey Department of Agriculture (NJDA), met with Woolwich Township planning consultants to discuss the value and limitations of a TDR Bank in facilitating the transfer of development credits from sending to receiving zones. Woolwich Township planning consultants interacted with NJDEP staff on numerous occasions, both by phone and in person, to address potential growth impacts in the proposed receiving zones on environmentally sensitive areas in the Township. Through this process, the Township sought to avoid or at least minimize intrusions into wetlands, threatened/endangered species habitat and other critical natural resource areas. Finally, the Township met with New Jersey Transit (NJT) to discuss potential opportunities for enhanced transit in the future, especially bus rapid transit.

LOCATION AND REGIONAL CONTEXT

The Township of Woolwich is a 21 square mile community located in Western Gloucester County, of which 20.9 square miles of it is land and 0.2 square miles of it (1.13%) is water. It is bordered by Logan Township to the north, East Greenwich Township to the northeast, and Harrison and South Harrison Townships to the east and southeast. Swedesboro is an independent municipality located entirely within Woolwich Township. The Township also borders Salem County, as Oldmans Township and Pilesgrove Township adjoin the municipality to south. Interstate Route 295, a north-south route connecting central New Jersey to Salem County, is located just west of the municipal border. Exit 2 of the New Jersey Turnpike, another major north-south highway, is located within the community. Woolwich Township is also traversed by U.S. Route 322, Gloucester County's only significant east-west highway. The Commodore Barry Bridge, which provides direct access to Pennsylvania and to Interstate Routes 95 and 476, is approximately four miles west of Woolwich Township. U.S. Route 322 extends from the Commodore Barry Bridge all the way to Atlantic City. Woolwich Township is approximately 30 minutes from Center City Philadelphia. The Township's geographical location is also defined by several features of environmental significance. Pargey Creek borders the northern portion of the Township, along the East Greenwich Township municipal border. Raccoon Creek bisects the Township, from east to west, along the northern border of Swedesboro, while Oldmans Creek is the natural border dividing Gloucester County from Salem County.



WOOLWICH TOWNSHIP, GLOUCESTER COUNTY

DEMOGRAPHICS

(Note: All data is from the 2000 Census unless otherwise noted.)

Historically, Woolwich Township has been a rural, agricultural community with little pressure for change. Between 1930 and the mid-1980s, Woolwich Township maintained a relatively stable population below 1,200 persons. Between 1980 and 1984, its population grew by 7.0%, from 1,129 to 1,208 and from there, the pace of growth accelerated for the duration of the decade. Overall, it experienced a 29.2% increase in population during the 1980s.

This trend was reversed, beginning in the late 1990s, when a General Development Plan (GDP) for a 4,500-unit development, known as Weatherby, received Planning Board approval. Over the next 10 years, its population soared to 3,032, an increase of almost 108%. Just four years later, it reached 6,121, reflecting another 101.7% percent increase. Between 1980 and 2004, population growth rates in Woolwich far outpaced both Gloucester County and the State. By the early 2000's, Woolwich Township became the fastest growing community in New Jersey and the second fastest in the entire northeastern United States.

As of the 2000 Census, there were 3,032 people, 959 households, and 838 families residing in Woolwich Township. The population density was 144.8 people per square mile. There were 1,026 housing units at an average density of 49 units per square mile with a homeownership rate of 92.6% - a rate considerably higher than County and State homeownership rates. The racial makeup of the Township was 91.13% White, 4.55% African American, 1.12% Asian, 1.95% from other races, and 1.25% from two or more races. Hispanic or Latino of any race was 3.89% of the population.

There were 959 households out of which 49.5% had children under the age of 18 living with them, 77.4% were married couples living together, 6.9% had a female householder with no husband present, and 12.6% were non-families. 8.6% of all households were made up of individuals and 4.0% had someone living alone who was 65 years of age or older. The average household size was 3.13 and the average family size was 3.35.

In the Township the population was spread out with 31.4% under the age of 18, 5.2% from 18 to 24, 38.0% from 25 to 44, 18.6% from 45 to 64, and 6.8% who were 65 years of age or older. The median age was 34 years. Data on age distribution and average household size indicate that Woolwich Township is an area that provides an attractive environment for families, as noted on page 10. Compared to Gloucester County, the Township has a relatively low population of retirees.

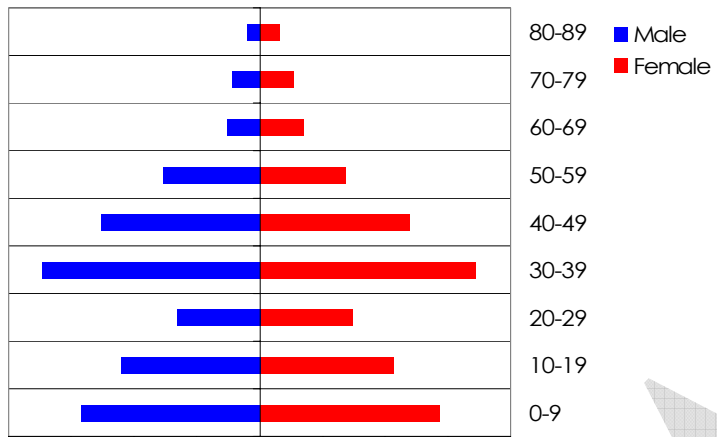
Median household and per capita incomes are significantly higher, indicative of a higher rate of labor force participation and a greater proportion of larger dual-income households. The median income for a household in the Township was \$83,790, and the median income for a family was \$87,111. Males had a median income of \$54,200 versus \$38,571 for females. The per capita income for the Township was \$29,503. About 1.9% of families and 2.9% of the population were below the poverty line, including none of those under age 18 and 19.6% of those aged 65 or over. The unemployment rate at 6.7% is significantly higher than the County and the State, both at 4.8%.

Correspondent with the higher income ranges, the labor force is oriented towards a range of professional services. According to the Woolwich Township Plan Endorsement Petition Report, Managers and Professional occupations followed by Sales and Office occupations comprise of the two largest segments of the workforce. This local condition is consistent with national trends, which indicate that these areas are the highest sectors

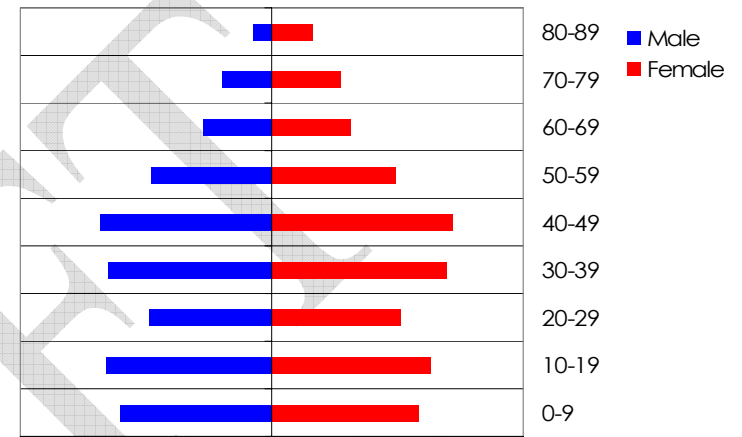
of job growth. Plans to bring sewer and water service to the Route 322 Corridor will precipitate significant job growth in these categories (p. 100). However, the Township's agricultural industry is significantly higher than that of the County or State, thus making TDR a viable option to maintain and strengthen that industry. In light of the social and economic characteristics of the Township, affordable housing is an important concern. Therefore, a Housing Element & Fair Share Plan will be part of the Plan Endorsement process, to ensure that new affordable housing can be provided as much as possible in a center-based context. This plan will be in accordance with COAH's new rules and timelines or as directed by the court under the Township's Judgment of Repose, as identified in the PIA.

	Woolwich Township	Gloucester County	New Jersey
Land area (sq mi)	21.43	327.64	7,417
Population	3,032	254,673	8,414,350
Households	959	90,717	3,064,645
Average Household Size	3.13	2.75	2.68
Housing Units	1,026	95,054	3,310,275
Home Ownership Rate	92.6%	79.9%	66%
Vacancy Rate	6.5%	4.6%	7.4%
Median Household Income	\$83,790	\$54,273	\$55,146
Per Capita Income	\$29,503	\$22,708	\$27,006
Poverty Rate	2.9%	6.2%	8.5%
Unemployment Rate (NJDOL 2004)	6.7%	4.8%	4.8%

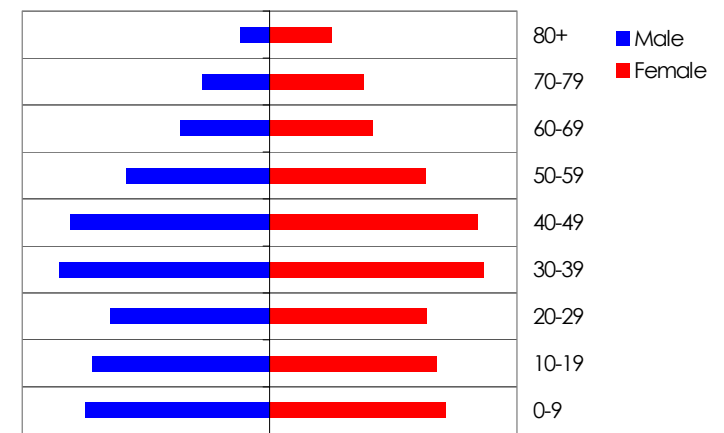
Woolwich Township Age Distribution



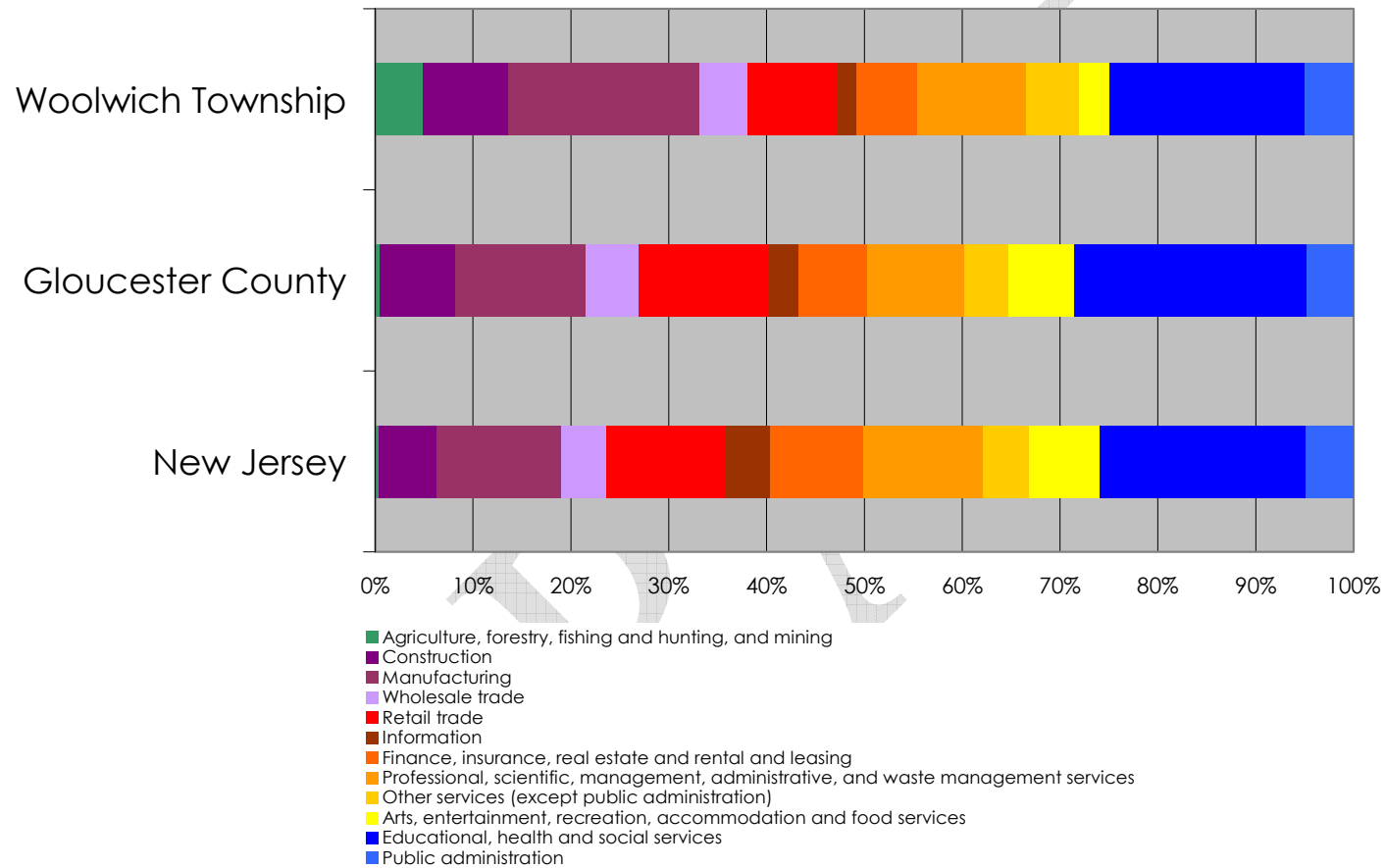
Gloucester County Age Distribution



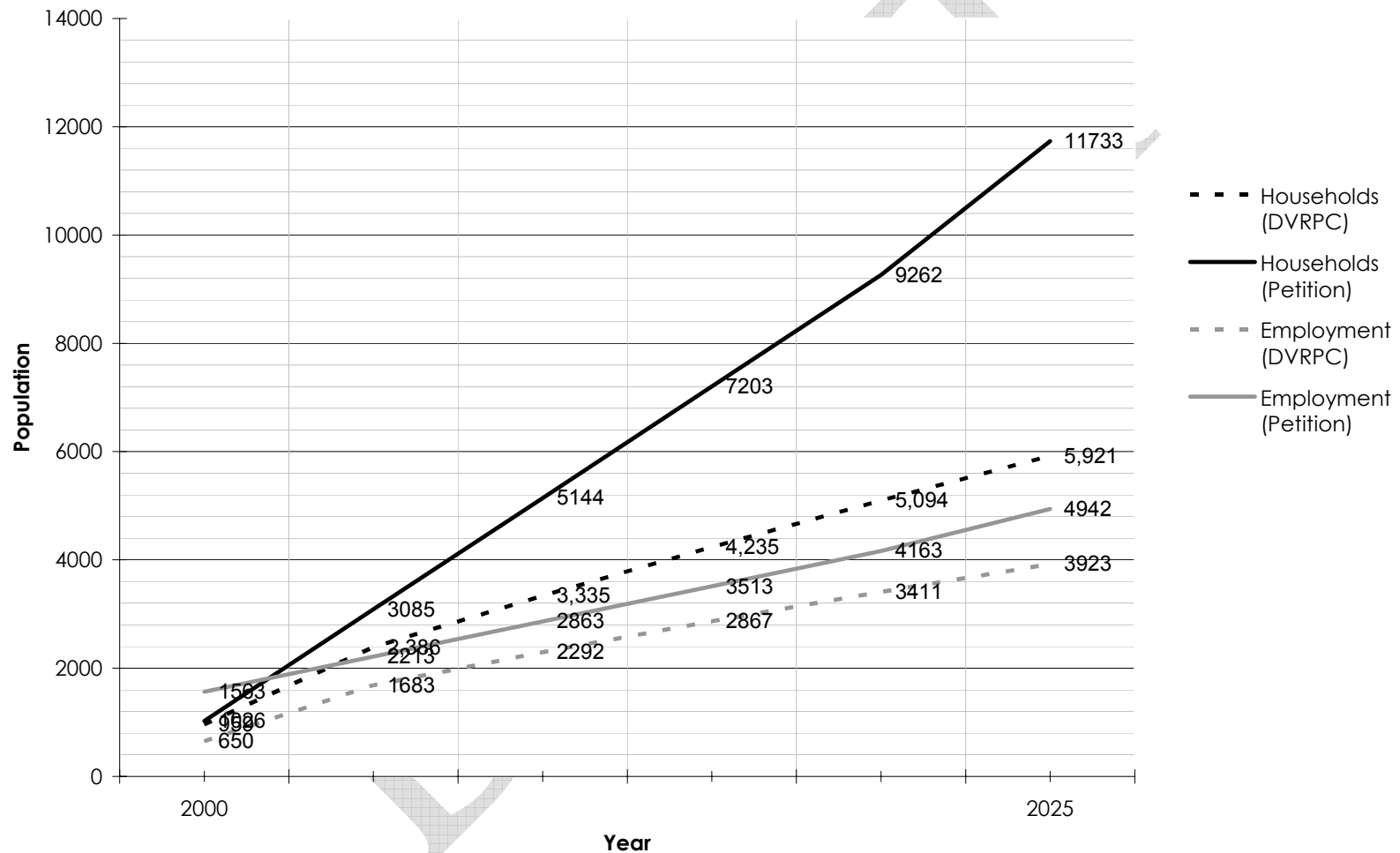
New Jersey Age Distribution



Workers by Industry



Woolwich Township Petition v. DVRPC Projections



RELEVANT PLANNING ACTIVITIES

Purpose of Plan Endorsement

The purpose of the Plan Endorsement process is to achieve consistency among municipal, county, regional and State agency plans and with the State Plan, and to facilitate the implementation of these plans (N.J.A.C. 5:85-7.1(b)). Plans shall be endorsed only if they are internally consistent and demonstrate consistency with the State Development and Redevelopment Plan (N.J.A.C. 5:85-7.2(h)). Consistency means that the State Planning Commission determined that a municipal plan is the same as or has the same effect as the provisions in the State Plan. In evaluating consistency, the Commission should consider all provisions of the State Plan with particular emphasis on:

- 1) Statewide goals and policies;
- 2) Planning Area policies and boundaries;
- 3) Critical Environmental Sites criteria and intent; and
- 4) Delineation criteria and intent for a Center designation. (N.J.A.C. 5:85-1.4)

The analysis that follows is predicated on the recognition that an investment in good planning will produce a desirable outcome.

Woolwich Township submitted the following documents in support of its Petition for Initial Plan Endorsement:

Plan Endorsement Petition

- Vision Statement and Public Participation
- State Plan Map Changes
- Population, Household, & Employment Projections
- Township Code
- Meeting Minutes

Plan Documents

- Master Plan, 2003
- Open Space and Recreational Plan, 2004
- Environmental Resources Inventory, 2004
- Farmland Preservation Plan & Planning Incentive Grant Application, 2005
- Housing Element and Fair Share Plan, 2005
- School Districts Long Range Facility Plans, 2005
 - Swedesboro-Woolwich
 - Kingsway Regional
- Watershed Based Municipal Stormwater Management Plan, 2006

TDR Plan & Associated Documents

- TDR Plan, 2007
- TDR Public Spaces Plan, 2007
- TDR Land Use Plan, 2007
- TDR Circulation Plan, 2007
- TDR Stormwater Management Plan, 2007
- TDR Zoning Regulations and Design Standards, 2007
- TDR Utility Service Plan, 2007
- TDR Capital Improvement Plan, 2007
- TDR Draft Ordinance with Sending Parcel Inventory
- TDR Real Estate Market Analysis

GIS (shape files)

- TDR Receiving Areas
- TDR Sending Areas
- Center Boundaries
- Preserved Land

Maps

- Affordable Housing
- Agricultural Planning
- Community Facilities
- Existing Land Use
- Existing Planning Area
- Municipal Tax

- Open Space
- Proposed Planning Area
- Road Classification
- Zoning

Community Vision

As noted above under *Public Participation and Planning Coordination* (p. 4), the Township has undertaken significant planning activity in recent years. In addition to planning at the local level, the Township has worked with neighboring municipalities in the Plan Endorsement process, as well as part of the DVRPC regional transportation study.

The plans presented here for Plan Endorsement are the result of community visioning. The Township's vision of land development and land use as expressed in the Development Transfer Plan Element is consistent with its September 17, 2003 Master Plan entitled: "Phase I Assumptions, Land Use and Housing Elements". On page 4 of that document the major purpose of the Master Plan is articulated as follows: "The purpose of Woolwich Township's Master Plan is to provide a guide to accomplish the coordinated and harmonious development of the Township during the current period of rapid development pressure. It is based on smart growth principles that are intended to balance development cores at the Weatherby Town Center and along the U.S. Route 322 Corridor, with a reduction in density in other parts of the community so that rural and open character of Woolwich Township can be preserved. It is based upon an analysis of present and future needs and is designed to promote the health, safety, and general welfare of Woolwich Township".

Master Plan

Due to tremendous growth pressures, the 2003 Master Plan was adopted in part to remove a density bonus for residentially zoned lands if public sewer and centralized water were provided for tracts not already in the existing public sewer service area. The guiding principal of the new Master Plan is to "control density and to direct it to the areas that are best able to accommodate it". In furtherance of this goal, the Township pursued Transfer of Development Rights (TDR) as a means to balance growth and preservation.

Transfer of Development Rights

The Township's vision of land development as expressed in the Development Transfer Plan Element is to focus the bulk of future growth potential into three core areas: Woolwich Regional Center, consisting of the US 322 Corridor Receiving Zone and Woolwich Adult property; Weatherby; and Auburn Road Village, the second of two proposed TDR receiving zones. In doing so, the Township will simultaneously preserve some 5,000 acres of land or more: 4,101 acres will be preserved through transferring development rights away from designated sending zones.

Pursuant to the State TDR Act, the Township completed a Development Transfer Element, Capital Improvement Program, Utility Service Plan and Real Estate Market Analysis, which have been submitted as part of this Petition. Prior to adoption of the TDR Ordinance, these documents will also be submitted to Gloucester County Planning Board and Agriculture Development Board for review and recommendation. The PIA sets forth all action items to be completed to implement the TDR program.

Center-based Development Standards

The Development Transfer Plan Element contains explicit design standards that embrace center-based development patterns. Woolwich New Town will be characterized by the following features:

- Diverse mix of land uses and activities
- Highly connected roadway network consistent with the outcome of the NJDOT design workshops
- High density, supportive of transit and pedestrian mobility
- Pedestrian- and bicycle-friendly street design and linear parks
- Highly diverse housing stock including twins, townhouses, flats, units above retail, affordable housing, single family units
- Creation of a mixed-use main street on Swedesboro-Paulsboro Road that connects to nearby Swedesboro Borough.



TOWNHOUSE

town scale

block scale

site scale

public realm

private realm

- Zoning Acreage - 74.32 acres
- Maximum Number of Units - 1000 d.u.
- Minimum Number of Units - 800 d.u.
- Densities - See TDR Market Analysis

ARCHITECTURE AND DESIGN

	min.	max.	design element
Block Length	175'	500'	Contextual height/roof/wood/consistency
Block Footprint	1150'	3800'	• Specific Architectural Features at Corners
Side/Block Width	5'	10'	• Public and Private Outdoor Spaces accessible and visible to the public
Planning Strip Width	4'	10'	
Mid-block Crossings	1	3	
Number per block	1	3	
RCW width	15'	20'	
Roth width	5'	10'	
Decorative Street Lighting (Distance on Center)	50'	75'	
Lot Area	15,000 sq ft	25,250 sq ft	• No more than 6 units built in a row
Lot Width	20'	30'	• Provide common pedestrian passage way through building. No rear alley if 6 units are built
Corner Lot	20'	30'	
Lot Depth	20'	75'	
Building Coverage	20%	60%	
Impervious Coverage	20%	60%	
Front Yard Setback	5'	10'	
Side Yard Setback	5'	10'	
Rear Yard Setback	20'	-	
Building Height	30'	45'	• Dormers
1st Floor Elevation	2'	5'	• Gables
Roof Height	24'	36'	• Reverse Pitched
Wholesale/Store Other	1'	-	• Cupolas or Towers
Front Facade Penetration	30%	-	• Bay Windows
Side and Rear Facade Penetration	30%	-	• Balconies/Balconettes
Building Face or Roof Other	2'	-	• Decorative Cornices
			• Red Roof Color
			• Decorative Patterns on Exterior Finish
			• Brackets/Open or Covered Stairs
			• Porches
1st Story Clear Height	10'	15'	• Building walls shall be brick, stone, stucco or similar material
Roof Pitch	-	W12	• Synthetic Iron Board
Front and Side Encroachment	-	-	• Roof materials shall be: Gled in Cedar, Shingles, Shingles, Shingles, Shingles, Slate, Asphalt Shingles, Tiles or similar material
Shops	-	4'	• Roof types shall be flat, gables, gambrels, mansard, hipped, salt box or combination thereof
Bay Window	-	4'	• Exterior Chimneys shall be finished in dark, stone or stucco
Awning	-	4'	• Chimney tops shall have decorative design
Solar Screen	-	4'	• All rooftop equipment shall be screened from view
Balcony/Balconette	-	4'	
Rear Deck	-	4'	

Transportation

State Route 322 is a popular east-west connector between Philadelphia and the shore. It also links the Route 295 exit in Logan to the NJ Turnpike exit in Woolwich. This regional roadway is already stressed during peak hours and during the summer. Maintaining regional flow through Woolwich is critical to the State highway system, as well as to the quality of life of the region's residents. Therefore, the Township worked closely with the NJDOT and the DVRPC to create a Circulation Plan that added local capacity through parallel roadways and a comprehensive grid network. Moreover, the Plan includes ample bicycle and pedestrian opportunities, and contemplates an opportunity for Bus Rapid Transit. The result of this planning will be a more sustainable transportation system than if the community had maintained its current sprawl pattern of development.

Resource Conservation

Resource conservation is fundamental to Woolwich Township's Master Plan and supporting plan elements. The 2003 Master Plan Assumptions, Goals and Objectives states the following: "The preservation and conservation of Woolwich's natural and cultural resources will increase in importance as the community develops." In the two years following adoption of the 2003 Master Plan, Woolwich Township prepared three documents including an Environmental Resource Inventory (2004), Open Space and Recreation Plan (2004) and Farmland Preservation Plan and Farmland Planning Incentive Grant Application (2005). The preparation of the Farmland Preservation Plan enabled the Township to participate in the State's Planning Incentive Grant Program. Even prior to the adoption of the Farmland Preservation Plan, the Township was setting the stage for

implementing its farmland preservation goals. A right-to-farm ordinance was adopted in 1992 and later, strengthened, using the State's model ordinance to amend its own (2005). It also enacted an ordinance requiring buffers to separate nonresidential uses from residential uses (2004). In 1997, it adopted a resolution creating an Open Space, Recreation, and Farmland and Historic Preservation Trust Fund to help purchase and protect farmland and other important resources. In 2002, voters approved a referendum to gradually increase it to five cents per \$100 assessed value.

Wastewater Management

The Auburn Road Receiving Area is located within a sewer service area with approved treatment capacity. Logan MUA is currently working to expand its treatment plant to service this area and areas within Logan Township. Logan MUA has submitted an up-dated Wastewater Management Plan to the NJDEP that would provide a portion of the treatment necessary for the Regional Center. Woolwich Township is currently working out an agreement with Aqua NJ to complete a Wastewater Management Plan for the remaining flow from the Regional Center. It is anticipated that any flow not treated by Logan MUA would be treated by a new plant within Woolwich Township. Aqua NJ has already done a preliminary analysis to show that there is sufficient suitable land to treat *all* of the flow that could come from the Regional Center.

Cross-Acceptance

Woolwich Township has participated in the Cross-Acceptance process, working in coordination with Gloucester County. Any changes discussed in Cross-Acceptance will be superseded by the Plan Endorsement process.

CONSISTENCY WITH STATE PLAN - GOALS, POLICIES & INDICATORS

The State Development and Redevelopment Plan (SDRP) is made up of 8 Goals and 19 Statewide Policies that are complemented by a State Plan Policy Map (SPPM). This section discusses consistency with regard to goals relevant to the Township's Petition, along with related policies and indicators.

GOAL	POLICIES	INDICATORS
<p>Goal 1: Revitalize the State's Cities and Towns</p> <p>STRATEGY: Protect, preserve and develop the valuable human and economic assets in cities, towns and other urban areas. Plan to improve their livability and sustainability by investing public resources in accordance with current plans which are consistent with the provisions of the State Plan. Leverage private investments in jobs and housing; provide comprehensive public services at lower costs and higher quality; and improve the natural and built environment. Incorporate ecological design through mechanisms such as solar access for heating and power generation. Level the playing field in such areas as financing services, infrastructure and regulation. Reduce the barriers which limit mobility and access of city residents, particularly the poor and minorities, to jobs, housing, services and open space within the region. Build on the assets of cities and towns such as their labor force, available land and buildings, strategic location and diverse populations.</p>	<p>Policy on Urban Revitalization - Prepare strategic revitalization plans, neighborhood empowerment plans and urban complex strategic revitalization plans that promote revitalization, economic development and infrastructure investments, coordinate revitalization planning among organizations and governments, support housing programs and adaptive reuse, improve access to waterfront areas, public open space and parks, and develop human resources with investments in public health, education, work force readiness and public safety in cities and towns.</p>	<p>Key Indicator 5. Progress in socioeconomic revitalization for the 68 municipalities eligible for Urban Coordinating Council assistance</p> <p>Indicator 6. Percent of jobs located in Urban Coordinating Council municipalities</p> <p>Indicator 22. Percent of building permits issued in Urban Coordinating Council municipalities</p> <p>Indicator 27. Number of Neighborhood Empowerment Plans approved by the Urban Coordinating Council</p>

Analysis

As noted throughout petition documents and this report, Woolwich Township's goal is to revitalize their community through a coordinated, comprehensive planning process that includes participation from residents, school districts, businesses, utilities, Gloucester County and the State of New Jersey. As depicted in the subsequent goals, policies and indicators, Woolwich Township will utilize

substantial mechanisms to revitalize their community in a way that promotes compact, center-based development while protecting the environs, farmland and open space. These mechanisms include, but are not limited to, community design standards, effective land use regulations, improvements to stormwater management systems, transportation improvements and linkages and inclusion of mixed housing types.

GOAL	POLICIES	INDICATORS
<p>Goal 2: Conserve the State's Natural Resources and Systems</p> <p>STRATEGY: Conserve the state's natural resources and systems as capital assets of the public by promoting ecologically sound development and redevelopment in the Metropolitan and Suburban Planning Areas, accommodating environmentally designed development and redevelopment in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, and by restoring the integrity of natural systems in areas where they have been degraded or damaged. Plan, design, invest in and manage the development and redevelopment of Centers and the use of land, water, soil, plant and animal resources to maintain biodiversity and the viability of ecological systems. Maximize the ability of natural systems to control runoff and flooding, and to improve air and water quality and supply.</p>	<p>Policy on Water Resources - Protect and enhance water resources through coordinated planning efforts aimed at reducing sources of pollution and other adverse effects of development, encouraging designs in hazard-free areas that will protect the natural function of stream and wetland systems, and optimizing sustainable resource use.</p> <p>Policy on Open Lands and Natural Systems - Protect biological diversity through preservation and restoration of contiguous open spaces and connecting corridors; manage public land and provide incentives for private land management to protect scenic qualities, forests and water resources; and manage the character and nature of development for the protection of wildlife habitat, critical slope areas, water resources, and for the provision of adequate public access to a variety of recreational opportunities.</p> <p>Policy on Coastal Resources - Acknowledge the statutory treatment of the coastal area under federal and state legislation, coordinate efforts to establish a comprehensive coastal management program with local planning efforts, undertake a regional capacity analysis, protect vital ecological areas and promote recreational opportunities.</p> <p>Policy on Special Resource Areas - Recognize an area or region with unique characteristics or resources of statewide importance and establish a receptive environment for regional planning efforts. The Highlands region has been recognized as the first Special Resource Area in New Jersey.</p>	<p>Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation</p> <p>Key Indicator 3. Percent of New Jersey's streams that support aquatic life</p> <p>Indicator 11. Conversion of wetlands for development</p> <p>Indicator 26. Percent of land in New Jersey covered by adopted watershed management plans</p>

Analysis

Woolwich Township is a 21 square mile rural-going-suburban community located in northwestern Gloucester County. In 2005, over 57% of the land base was in agricultural use. The Township is traversed by three stream systems and tributaries and the forested wetlands and tidal marshes associated with them. The rural countryside, with rolling farms, fields and stream corridors, provides habitat for endangered species, including the bald eagle and bog turtle. Resource conservation is

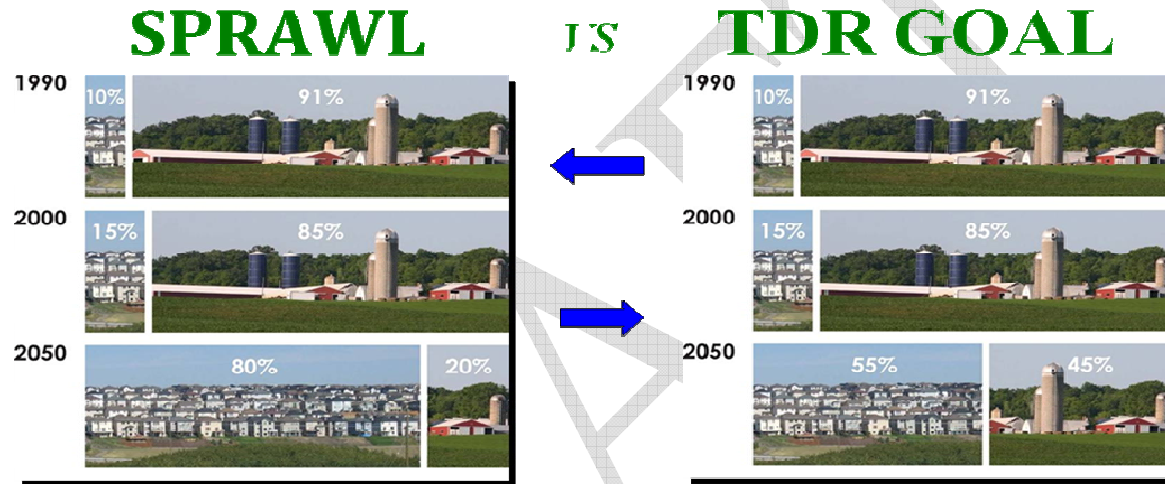
fundamental to Woolwich Township's Master Plan and supporting plan elements. The 2003 Master Plan Assumptions, Goals and Objectives states the following: "The preservation and conservation of Woolwich's natural and cultural resources will increase in importance as the community develops."

Policy on Open Lands and Natural Systems

Compact centers will help preserve much of the remaining open space in the Township. By designating centers and focusing development within those areas through Transfer of

Development Rights (TDR), Woolwich will preserve large areas of open space, essential for many habitats. The transfer of development rights from rural areas to Planning Area 2 and the proposed Regional Center will help the state to achieve the target set for Key Indicator 2. The Township will preserve some

5,000 acres of land or more: 4,101 acres will be preserved through transferring development rights away from designated sending zones. Additional preservation will come about through continued participation in the farmland preservation program, clustering, and open space acquisitions.



Policy on Water Resources

The Township's planning documents include a number of initiatives to protect water resources. First and foremost, they have proposed PA5 or CES overlays for the significant streams and wetlands traversing the municipality. In addition, the Township will adopt an ordinance package that further protects these water resources from development. Moreover, the permanent preservation of land through the TDR program adds another layer of protection. In providing these protections, Woolwich supports Key Indicators 3 and 11.

Woolwich also recognizes the need to minimize the impact of future development. The stormwater management plan for the receiving zones is founded on the principles of

sustainability. As such, it sets forth a stormwater management framework at the site, block and regional levels. Site level approaches are to rely on low-impact stormwater management techniques to treat runoff at the source. These low impact techniques infiltrate, evaporate and transpire rainwater, helping to reduce overland flows and recharge ground water. They also treat stormwater runoff by helping to remove pollutants. Block level approaches manage stormwater within planned public spaces, serving to connect site level stormwater overflow to block level conveyance and to manage block level runoff using low impact techniques. Regional stormwater management is being designed in close coordination with NJDEP to ensure that sensitive habitat – notably bald eagle habitat – is sufficiently protected.

GOAL	POLICIES	INDICATORS
<p>Goal 3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey</p> <p>STRATEGY: Promote socially and ecologically beneficial economic growth, development and renewal and improve both the quality of life and the standard of living of New Jersey residents, particularly the poor and minorities, through partnerships and collaborative planning with the private sector. Capitalize on the state's strengths—its entrepreneurship, skilled labor, cultural diversity, diversified economy and environment, strategic location and logistical excellence—and make the state more competitive through infrastructure and public services cost savings and regulatory streamlining resulting from comprehensive and coordinated planning. Retain and expand businesses, and encourage new, environmentally sustainable businesses in Centers and areas with infrastructure. Encourage economic growth in locations and ways that are both fiscally and environmentally sound. Promote the food and agricultural industry throughout New Jersey through coordinated planning, regulations, investments and incentive programs—both in Centers to retain and encourage new businesses and in the Environs to preserve large contiguous areas of farmland.</p>	<p>Policy on Economic Development - Promote beneficial economic growth and improve the quality of life and standard of living for New Jersey residents by building upon strategic economic and geographic positions, targeting areas of critical capital spending to retain and expand existing businesses, fostering modern techniques to enhance the existing economic base, encouraging the development of new enterprises, advancing the growth of green businesses, elevating work force skills, and encouraging sustainable economic growth in locations and ways that are fiscally and ecologically sound.</p>	

Analysis

Policy on Economic Development

Woolwich Township's Plan Endorsement Petition report encourages mixed-use development in the Regional Center and planned receiving zones, and includes concepts to be developed further through zoning ordinances, design guidelines, redevelopment and green building techniques. Supporting Goal 3 of the State Plan, the Regional Center will serve as a focal point for economic development and employment. The Regional Center designation will facilitate needed economic development to balance the impact of residential development in Woolwich Township. The inclusion of residential development through mixed-use zoning will enhance access for residents to jobs and services.

As noted throughout Woolwich Township's Plan Endorsement Petition, an introduction of center-based development and design standards

within the Regional Center, coupled with an integrated circulation system, better jobs to housing balance, and public sewer service and water will attract beneficial growth. Expansion of sewer service and water is expected to accelerate the rate of economic development; however, total commercial development along the U.S. Route 322 Corridor will actually be reduced through zoning amendments designed to create a better jobs to housing balance. Housing diversity will ensure the full life span needs of Township residents, as commercial development will service both local and regional markets. The redevelopment of a former Nike Missile site will provide important economic renewal and development opportunities. The creation of the Center will provide for greater economic and fiscal sustainability through more efficient use of land and infrastructure while preserving the agricultural industry and diversifying the rural economy. Additional discussion of the Center and its potential for economic development can be found in the next chapter, *Consistency with the State Plan – Center and Planning Area Criteria* (p. 34).

GOAL	POLICIES	INDICATORS
<p>Goal 4: Protect the Environment, Prevent and Clean Up Pollution</p> <p>STRATEGY: Develop standards of performance and create incentives to prevent and reduce pollution and toxic emissions at the source, in order to conserve resources and protect public health. Promote the development of businesses that provide goods and services that eliminate pollution and toxic emissions or reduce resource depletion. Actively pursue public/private partnerships, the latest technology and strict enforcement to prevent toxic emissions and clean up polluted air, land and water without shifting pollutants from one medium to another; from one geographic location to another; or from one generation to another. Promote ecologically designed development and redevelopment in the Metropolitan and Suburban Planning Areas and accommodate ecologically designed development in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, to reduce automobile usage; land, water and energy consumption; and to minimize impacts on public health and biological systems, water and air quality. Plant and maintain trees and native vegetation. Reduce waste and reuse and recycle materials through remanufacturing and remanufacturing</p>	<p>Policy on Air Resources - Reduce air pollution by promoting development patterns that reduce both mobile and stationary sources of pollution, promoting the use of alternative modes of transportation, and supporting clean, renewable fuels and efficient transportation systems.</p> <p>Policy on Energy Resources - Ensure adequate energy resources through conservation, facility modernization, renewable energy and cogeneration; to continue economic growth while protecting the environment; and to modify energy consumption patterns to capitalize on renewable, domestic energy supplies rather than virgin extraction and imports.</p> <p>Policy on Waste Management, Recycling and Brownfields- Promote recycling and source reduction through product design and materials management and by coordinating and supporting legislative, planning and facility development efforts regarding solid and hazardous waste treatment, storage and disposal. Capitalize on opportunities provided by brownfield sites through coordinated planning, strategic marketing and priority redevelopment of these sites.</p>	<p>Indicator 4. Percent of brownfield sites redeveloped</p> <p>Indicator 7. Economic output per unit of energy consumed</p> <p>Indicator 8. The generation of solid waste on a per capita and per job basis</p> <p>Indicator 9. Number of unhealthful days annually caused by ground-level ozone, particulate matter and carbon monoxide</p> <p>Indicator 10. Greenhouse gas emissions</p> <p>Indicator 13. Changes in toxic chemical use and waste generation (non-product output or NPO) by New Jersey's manufacturing sector</p> <p>Indicator 15. Vehicle miles traveled per capita</p>

Analysis

The redevelopment of brownfields, the preservation of open spaces, enforcement of buffers, and the proper design of

centers will all help further the reduction and prevention of pollution in Woolwich Township.

Policy Waste Management, Recycling and Brownfields

There are limited redevelopment opportunities within the Township. Most new development has taken place on open farm fields and on other developable lands. Some modest re-use and/or conversion of existing buildings has and will continue to take place. All redevelopment activities and examples are and have been associated with the private sector and this trend will probably continue. The Township Master Plan does identify two (2) existing lots that “deserve special attention” for possible redevelopments. Block 14, Lots 2 and 4 are abandoned Nike missile base sites. Lot 2 is located on Gilchris Drive in the FOC Zoning District while Lot 4 is located in the R-2 Zoning District. Both sites are considered “Brownfields.” The Master Plan recommends a “Study to Assess the Need for Redevelopment” and, if appropriate, the preparation of a Redevelopment Plan for either or both sites. More recently, the TDR-based visioning process resulted in a design of Woolwich New Town – one of two non-contiguous sections comprising the US 322 Corridor Receiving Zone - that identifies Lot 2 as a future redevelopment site to host offices. Although it is located in a TDR receiving zone, development here will be permitted by right. Lot 4 is proposed to become a public park. The Township owns both of these former federally-owned sites. In addressing these brownfield issues, the Township is contributing to achieving Key Indicator 4 targets.

Policy on Air Resources

The automobile has long been the primary source of transportation in the region. The promotion of development in centers is a means to reduce overall dependency on the single occupant motor vehicle for movement of people and goods. The Woolwich plan includes the creation of a pedestrian oriented community where people can live and work, which will result in a reduction in the overall miles driven and will help reduce pollution. High densities in center development give rise to the required critical population needed to economically justify mass transit facilities. The Woolwich plans contemplate Bus Rapid Transit (BRT) along already congested Route 322. In these ways, the Township's plans advance the target set forth in Key Indicator 15.

Policy on Energy Resources

Adoption of the center based development pattern will lead to greater efficiencies in service provision by utilities and increase the potential for mass transit service. Moreover, the Township intends to adopt green standards for future development, which will further reduce energy consumption.

GOAL	POLICIES	INDICATORS
<p>Goal 5: Provide Adequate Public Facilities and Services at a Reasonable Cost</p> <p>STRATEGY: Provide infrastructure and related services more efficiently by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in supplying public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Reduce demands for infrastructure investment by using public and private markets to manage peak demands, applying alternative management and financing approaches, using resource conserving technologies and information systems to provide and manage public facilities and services, and purchasing land and easements to prevent development, protect flood plains and sustain agriculture where appropriate.</p>	<p>Policy on Public Investment Priorities - It is the intent of the State Plan that the full amount of growth projected for the state should be accommodated. Plan Strategies recommend guiding this growth to Centers and other areas identified within Endorsed Plans where infrastructure exists or is planned and where it can be provided efficiently, either with private or public dollars. (Designated Centers are included in the category of communities with Endorsed Plans.) Public investment priorities guide the investment of public dollars to support and carry out these Plan Strategies.</p> <p>Policy on Infrastructure Investments - Provide infrastructure and related services more efficiently by investing in infrastructure to guide growth, managing demand and supply, restoring systems in distressed areas, maintaining existing infrastructure investments, designing multi-use school facilities to serve as centers of community, creating more compact settlement patterns in appropriate locations in suburban and rural areas, and timing and sequencing the maintenance of capital facilities service levels with development throughout the state.</p> <p>Policy on Transportation - Improve transportation systems by coordinating transportation and land-use planning; integrating transportation systems; developing and enhancing alternative modes of transportation; improving management structures and techniques; and utilizing transportation as an economic development tool.</p>	<p>Indicator 14. The percent of all trips to work made by carpool, public transportation, bicycle, walking or working at home - The percent of trips to work made by carpool, public transportation, bicycle, walking or working at home increases by 2005 and 2020.</p> <p>Indicator 16. Number of pedestrian fatalities in vehicular accidents on state roads - Reduce the number of pedestrian fatalities in vehicular accidents on state roads by 2005 and 2020.</p>

Analysis

During the Plan Endorsement process, the Township and the State agencies worked to resolve a number of conflicts between land use and infrastructure capacity. The Township's lack of sewer service was a limiting factor on development densities. At the same time, the petition and PIA call for enhanced transit service, which requires higher densities to justify costs and increase feasibility. The Township's new land use plan outlines a center-based approach, relying on community treatment systems and promoting land use patterns that could support intermediate bus service. This

solution complies with Goal 5 and related Policies of the State Plan, ensuring that public investment works on a cost basis.

Policy on Public Investment Priorities

Woolwich Township is seeking to implement TDR to achieve consistency with the State Development and Redevelopment Plan. To this end, the Township has designated specific growth areas and preservation areas. Approximately 4,000 acres are designated as preservation areas, also known as sending zones, as to accommodate growth into two receiving zones. Future development in Woolwich Township within the receiving zones and proposed Regional Center includes both residential

and commercial usage. Implementation of Woolwich Township's future vision requires that the planned growth areas be served by a comprehensive wastewater collection, treatment and disposal system. The PIA identifies water and wastewater needs and permitting requirements that the proposed development will generate and outlines coordination requirements between the overall planning effort and the wastewater management planning effort.

The Logan Municipal Utilities Authority (MUA), which provides wastewater treatment for the sewer service area, currently lacks the treatment capacity to accommodate the planned growth to be directed to the area. As such, much work remains to be completed to develop a new Wastewater Management Plan (WMP) before the Regional Center may start to develop, as identified in the PIA. The Logan MUA is seeking to gain approval from the NJDEP to increase the treatment capacity at its plant; however, the increases are limited to the projected flows needed to complete the Weatherby project and other projects slated for Logan Township. Logan MUA submitted a WMP update to NJDEP on October 19, 2007, which proposes to accommodate the initial phase. The second phase will require a new treatment facility. NJDEP is currently reviewing the WMP for compliance with the Water Quality Management Rules, N.J.A.C. 7:15 et seq.

Policy on Infrastructure Investments

As stated above, the Kingsway Regional School District, which serves public school students in grades 7 through 12 from East Greenwich Township, Logan Township, South Harrison Township, Swedesboro Borough and Woolwich Township, lies between the U.S. Route 322 Receiving Zone and Woolwich Adult, L.L.C. As such, the school system is strategically located within the Regional Center. Significantly, the design of schools as community centers represents a key strategy to achieve the goals of New Jersey's State Plan to revitalize existing cities and towns and encourage new suburban development where

necessary in compact forms, in order to curb sprawl and conserve scarce open space. In addition to the schools located within the Regional Center, the Weatherby development has contributed to offsetting municipal costs by providing land for schools and a municipal complex, active recreation fields as well as water and sewer to serve its population.



Policy on Transportation

To accommodate additional growth in the Regional Center, Woolwich Township proposes to create a sustainable land plan that features a multi-modal circulation system. This transportation plan lays out a local transportation structure for Woolwich Township required to support the proposed growth in Woolwich New Town and throughout the Woolwich Regional Center and Auburn Road Village. It analyzes the potential traffic impacts associated with that growth and makes recommendations regarding how growth and development can occur in a fashion that will give greater priority to the use of public transportation and walking and biking, thereby reducing total trip mileage and vehicle travel.

In analyzing the potential transportation impacts of growth along the U.S. Route 322 Corridor, it is important to remember that growth will occur with or without the transfer of

development rights. However, fragmented, sprawling development of low density housing across the farmland of Woolwich Township will necessitate greater use of automobiles for travel purposes, since other travel modes are not practical at low densities, and will require longer average trip distances, increasing the total amount of vehicle miles traveled. As a result, although traffic impacts from the Regional Center may be concentrated, they should be less than what would result under previous zoning. As part of the PIA, Woolwich Township

will continue to work with NJDOT in collaboration to complete the U.S. Route 322 Corridor Management Study.

Unlike other southern New Jersey municipalities, the New Jersey Turnpike is a vital point of regional access. Improvements to the interchange at Exit 2 will support the Regional Center. This is consistent with the State Plan's Transportation Policy, where it recognizes transportation as an economic development tool.

GOAL	POLICIES	INDICATORS
<p>Goal 6: Provide Adequate Housing at a Reasonable Cost</p> <p>STRATEGY: Provide adequate housing at a reasonable cost through public/private partnerships that create and maintain a broad choice of attractive, affordable, ecologically designed housing, particularly for those most in need. Create and maintain housing in the Metropolitan and Suburban Planning Areas and in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, at densities which support transit and reduce commuting time and costs, and at locations easily accessible, preferably on foot, to employment, retail, services, cultural, civic and recreational opportunities. Support regional and community-based housing initiatives and remove unnecessary regulatory and financial barriers to the delivery of housing at appropriate locations.</p>	<p>Policy on Housing - Preserve and expand the supply of safe, decent and reasonably priced housing by balancing land uses, housing types and housing costs and by improving access between jobs and housing. Promote low- and moderate-income and affordable housing through code enforcement, housing subsidies, community-wide housing approaches and coordinated efforts with the New Jersey Council on Affordable Housing.</p> <p>Policy on Design - Mix uses and activities as closely and as thoroughly as possible; develop, adopt and implement design guidelines; create spatially defined, visually appealing and functionally efficient places in ways that establish an identity; design circulation systems to promote connectivity; maintain an appropriate scale in the built environment; and redesign areas of sprawl.</p>	<p>Indicator 20. Percent of New Jersey households paying more than 30% of their pre-tax household income towards housing - The percentage of households statewide paying 30% or more of their income for standard housing is reduced by 2005 and is further reduced by 2020.</p> <p>Indicator 24. Annual production of affordable housing units - Annual production of 4,000 affordable housing units by 2005 and 5,000 by 2020.</p>

Analysis

Policy on Housing

The majority of Woolwich Township is zoned for residential uses. Of Woolwich Township's total land area (13,712 acres), over 8,000 acres (60% of the total land area) falls in the R-1 and R-2 zoning districts. These districts, in addition to R-3, permit a form of clustering, called conservation zoning, which requires open space set asides in exchange for reduced lot sizes. The Five Acre (5A) district is mostly built out with homes on a minimum lot size of five acres. The Planned Unit Development (PUD) district is over 1,600 acres in size. This district was designated specifically for Weatherby, a planned development that received General Development Plan approval in 1998. When

fully built out, it will contain up to 4,500 homes, primarily single family detached homes (70%-80%) and will contain 200 affordable housing units. To date, 1,390 homes have been built or are under construction and 773 have received preliminary approval.

A portion of the Flexible Office Commercial (FOC) zone was also rezoned to a Planned Adult Community (PAC). These zoning changes resulted from a settlement agreement between Woolwich Township and Woolwich Adult, LLC. The agreement, a result of affordable housing litigation filed against the Township, calls for the construction of 925 senior housing units and 104 affordable senior units in the PAC district, and 2.8 million square feet of commercial space in the Kingsway Town Center and Commercial Overlay districts.

Again, the ability to provide for the more intensive forms of residential and commercial development permitted under these zoning changes is contingent upon the availability of public water and sewer. The former Residential Low/Moderate Income (RLM) district was zoned for multi-family housing to help address affordable housing needs in the Township. The Township recently amended this district to replace the regulations with alternative affordable housing sites and growth-share solutions. The Township is currently in a period of repose, during which the Court is reviewing the revised plan. Depending on the court's directive regarding the Judgment of Repose, the Township will seek substantive certification from COAH, as outlined in the PIA.

Policy on Design

As part of the Plan Endorsement process, the Township provided zoning regulations and design standards to be used in combination with the open space and circulation plans to promote the creation and sustainability of mixed-use walkable communities and neighborhoods within the Regional Center and identified receiving zones. The Township maintains that design promotes healthy communities of place. The Township's design guidelines are expressed through seven principles: scale, rhythm, edges, colors and materials, density, choice and diversity. This approach promotes traditional neighborhood developments where the physical, visual and spatial characteristics are established through a consistent use of compatible urban design and architectural design elements. These comprehensive standards encourage innovative mixed use and multiple use plans as to provide a diverse mix of housing for varying age groups, families and income levels.

GOAL	POLICIES	INDICATORS
<p>Goal 7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value</p> <p>STRATEGY: Enhance, preserve and use historic, cultural, scenic, open space and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life and civic beauty.</p>	<p>Policy on Historic, Cultural and Scenic Resources - Protect, enhance, and where appropriate rehabilitate historic, cultural and scenic resources by identifying, evaluating and registering significant historic, cultural and scenic landscapes, districts, structures, buildings, objects and sites and ensuring that new growth and development is compatible with historic, cultural and scenic values</p>	<p>Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation</p> <p>Indicator 12. Conversion of land per person</p>

Analysis

With well over half of the land base still undeveloped, Woolwich still has tremendous opportunity to preserve and enhance open lands. Moreover, the community contains significant historic and cultural sites that it has and will continue to support through its land use decisions.

Policy on Open Lands and Natural Systems

Woolwich Township has a successful history of farmland and open space preservation. In the two years following adoption of the 2003 Master Plan, Woolwich Township prepared three documents including an Environmental Resource Inventory (2004), Open Space and Recreation Plan (2004) and Farmland Preservation Plan and Farmland Planning Incentive Grant Application (2005). Woolwich Township has taken a number of steps in recent years to support farmland preservation and agricultural viability. The preparation of the Farmland Preservation Plan enabled the Township to participate in the State's Planning Incentive Grant Program. Even prior to the adoption of the Farmland Preservation Plan, the Township was setting the stage for

implementing its farmland preservation goals. A right-to-farm ordinance was adopted in 1992 and later, strengthened, using the State's model ordinance to amend its own (2005). It also enacted an ordinance requiring buffers to separate nonresidential uses from residential uses (2004). In 1997, it adopted a resolution creating an Open Space, Recreation, and Farmland and Historic Preservation Trust Fund to help purchase and protect farmland and other important resources. In 2002, voters approved a referendum to gradually increase it to five cents per \$100 assessed value. As of December 31, 2003, the Open Space Trust Fund had a balance of roughly \$300,000. Expenditures during 2004 toward purchase of the Del Monte property for recreational purposes left the Township with a balance of approximately \$80,000 by year's end. Woolwich goes beyond the traditional purchase of development rights strategy, by enacting a TDR program that will bring private funds into the preservation arena. The Township will continue to enhance its efforts through several PIA items related to open space and farmland preservation. The Township's preservation efforts advance Key Indicators 2 and 12.

The Public Spaces Plan not only sets forth the location, design and function of 20 parks and green boulevards within Woolwich New Town. It also proposes a township-wide system of bike lanes and multi-purpose paths that link various existing and planned neighborhoods, business centers, parks, stream corridor greenways and cultural and historic landmarks. Cross-sections for each applicable roadway are presented in the plan.

Policy on Historic, Cultural and Scenic Resources

A number of important landmark locations are found in or immediately adjacent to Woolwich New Town. The proposed grid was designed to facilitate access to and enjoyment of these resources by New Town residents, while maintaining their integrity by avoiding direct encroachment. The resources of concern are as follows: the Governor Stratton House was the home of the sixteenth governor of New Jersey, Charles Creighton Stratton. The Mount Zion African Methodist Episcopal (AME) Church is the oldest AME congregation in New Jersey. Directly abutting this property is a Civil War-era African-American cemetery. A former, federally-owned Nike Missile base is located immediately north of Woolwich New Town. The site is one of two in the Township, established during the Cold War for defense against potential Soviet nuclear bombing of the Philadelphia region. The missile installations were discontinued and missiles removed after 1974. A series of

Victorian and Colonial homes front Swedesboro-Paulsboro Road on the south end, near the intersection with Kings Highway. The design standards for this section of Woolwich New Town will ensure that new construction in the vicinity of this area maintains the density and visual character created by the hamlet.



GOAL	POLICIES	INDICATORS
<p>Goal 8: Ensure Sound, Integrated Planning and Implementation Statewide</p> <p>STRATEGY: Use the State Plan and the Plan Endorsement process as a guide to achieve comprehensive, coordinated, long-term planning based on capacity analysis and citizen participation; and to integrate planning with investment, program and regulatory land-use decisions at all levels of government and the private sector, in an efficient, effective and equitable manner. Ensure that all development, redevelopment, revitalization or conservation efforts support State Planning Goals and are consistent with the Statewide Policies and State Plan Policy Map of the State Plan.</p>	<p>Policy on Comprehensive Planning - Promote planning for the public's benefit, and with strong public participation, by enhancing planning capacity at all levels of government, using capacity-based planning and Plan Endorsement to guide the location and pattern of growth and promoting cooperation and coordination among counties, municipalities, state, interstate and federal agencies.</p> <p>Policy on Planning Regions Established by Statute - The State Plan acknowledges the special statutory treatment accorded the New Jersey Pinelands under the Pinelands Protection Act, and the Hackensack Meadowlands under the Hackensack Meadowlands Reclamation and Development Act. The State Planning Commission is explicitly directed to "rely on the adopted plans and regulations of these entities in developing the State Plan." In the State Plan, these areas are considered Planning Regions Established by Statute.</p> <p>Policy on Public Investment Priorities - It is the intent of the State Plan that the full amount of growth projected for the state should be accommodated. Plan Strategies recommend guiding this growth to Centers and other areas identified within Endorsed Plans where infrastructure exists or is planned and where it can be provided efficiently, either with private or public dollars. (Designated Centers are included in the category of communities with Endorsed Plans.) Public investment priorities guide the investment of public dollars to support and carry out these Plan Strategies.</p>	<p>Key Indicator 6. The degree to which local plans and state agency plans are consistent with the State Plan</p> <p>Indicator 25. Municipalities participating in comprehensive, multijurisdictional regional planning processes consistent with the State Plan</p>

Analysis

Woolwich Township has been working with the OSG and its partner agencies for three years to create a sustainable, balanced growth approach that protects critical resources, as well as landowner equity. The Township has embraced long-term planning, as evidenced by the support for TDR and the considerable planning associated with this land use tool. The

Township has abandoned the reactive model for a comprehensive plan that is sustainable and will enhance quality of life.

Policy on Comprehensive Planning

Woolwich's planning documents contain affirmative support for the implementation of the SDRP goals and policies.

Concentrating growth in centers will prevent sprawl and assist in consistency with the SDRP as it applies to Planning Areas 4, 4B and 5. Cooperation with the regional planning efforts of Gloucester County and the Delaware Valley Regional Planning Commission is also a priority. Continuing involvement, including this application for Initial Plan Endorsement, reiterates the Township's support for the goals and policies of the SDRP. Furthermore, the commitment to the Plan Implementation Agreement and its timelines will help the Township come further into conformance with Key Indicator 6 and 25.

Policy on Public Investment Priorities

Woolwich Township is looking to the State to support the smart growth approach put forth in its Petition for Plan Endorsement. Rather than allow the community to continue in the sprawl

pattern that made the community the fastest growing in the State for a number of years, the Township is proposing growth in human scale centers. The prevailing sprawl pattern would have had a significant negative impact on the region's environmental and infrastructure systems. Instead, the Township proposes a balanced growth approach that will permanently protect rural and environmental resources. Moreover, it has planned for a more sustainable transportation network that will minimize the burden on the already stressed road network. In putting forth these plans, the community has formed a private-public partnership scheme to fund infrastructure improvements. Through the PIA, the State needs to support the Township's proactive plans through prioritized and dedicated funding.

CONSISTENCY WITH STATE PLAN - Center and Planning Area Criteria

Proposed Regional Center

The Township of Woolwich has requested designation of a Center in accordance with the State Plan, known as the Woolwich Regional Center. The Regional Center extends from the Harrison Township municipal border westward to State-owned properties, just south of U.S. Route 322. It is generally bounded by Harrison and East Greenwich Township municipal borders to the east, railroad tracks north of U.S. Route 322 to Back Creek Road south of U.S. Route 322. The Regional Center straddles both sides of U.S. Route 322.

Even though the Township has conducted significant planning work related to the proposed Center, the full implementation of its compact development patterns and plans cannot be realized without the formal designation of this Center by the SPC. As previously stated, the U.S. Route 322 Corridor Receiving Zone is located within the proposed Regional Center and consists of two non-contiguous sections. The receiving zone will accommodate approximately 3,217 homes when fully built out which translates into a gross density of 6,075 people per square mile. It is also important to note that the Township must receive Initial Plan Endorsement from the State Planning Commission in order to adopt a development transfer ordinance.

Application of Center Criteria

The State Plan created both the hierarchy of centers and the designation criteria, which establish certain basic thresholds of land area, population, employment and densities for the various center categories. These criteria are intended to assess what is planned for the future rather than what exists now. Therefore, designation criteria refer to conditions in the

center's planning horizon year, in this case the year 2025. While the State Plan's horizon year forms the primary basis for long range planning, municipalities and counties should be aware of the consequences of these planning decisions in the years beyond.

The challenge in applying center criteria is to achieve a balance between the diverse and often competing interests of each Center's many users and stakeholders. Centers, and center design, should strive to promote the interest of the community as a whole and optimize State Plan goals. If any single interest, whether affordable housing or wetlands protection or economic development, achieves primacy at the expense of all the others, this balance is lost and the community as a whole stands to lose.

A flexible approach is vital for a case such as Woolwich Township, which faces a range of constraints in terms of existing conditions, capacity and regulations. These constraints include:

Loss of Rural Character

The zoning build out analysis shows that Woolwich Township will face significant challenges if the recent past is an indicator of future growth patterns. It also demonstrates a mismatch between master plan goals and resulting development patterns. Expected impacts include the loss of rural character, environmental degradation, increased traffic, mismatch between housing and changing demographics, and public health threats. Another notable impact will be the threat to agricultural viability.

As land is converted to low density housing and commercial uses, Woolwich Township's scenic character will give way to more buildings, parking lots, roads, and suburban landscapes. New homes, mostly built on 1.5 to 2 acre lots, will replace farm fields and open space. Close to 8 million square feet of new

commercial construction - mainly office, light industrial, and warehouse/distribution centers - will occupy commercially zoned areas, including 1,786 acres of land (2.8 square miles) on either side of US 322.

Absence of Town Center

As more people move into Woolwich Township, they will have a greater need for places to take their children, socialize, shop and conduct business. Ideally, these places should be within easy reach to avoid long trips in the car and inconvenience and should function as a town center. Presently, Swedesboro in effect serves as Woolwich Township's town center. However, it offers limited services and activities. Woolwich Township will be unable to accommodate a town center if recent land development patterns prevail in the future.

Existing Development Pressures

The purpose of Woolwich Township's efforts is to provide a guide to accomplish the coordinated and harmonious development of the Township during the current period of rapid development pressure. Based on smart growth principles, the Township's plans are intended to balance development cores at the Weatherby Town Center and along the Route 322 Corridor, with a reduction in density in other parts of the community so that the rural and open character of Woolwich Township can be preserved. It is based upon an analysis of present and future needs and is designed to promote the health, safety, and general welfare of Woolwich Township. The overall goals are to improve the efficiency and fiscal impact of the land development process while protecting the environmental quality and cultural legacy of the Township.

Unfortunately, suburbanization has brought with it rising taxes, mounting traffic, and loss of rural character. If recent trends continue into the future, Woolwich Township will be left with virtually no open space, degraded water resources and

natural habitats, and the end to its agricultural heritage. Woolwich is facing Over 5,000 new homes, mostly single-family units, will consume thousands of acres of land. More than 4,000 new school children will trigger educational costs, driving taxes up even further. Commercial growth—which can help defray tax impacts – will be minimal because the Township's public water and sewer service areas cannot handle needed commercial development.

Equity to Private Landowners

TDR is a powerful planning mechanism that uses private dollars to preserve critical resources by transferring development potential to an area appropriate for growth --- public tax dollars alone cannot protect all of the State's critical resources. TDR is also an alternative planning tool that eliminates the "windfalls and wipeouts" in property values associated with zoning changes. The principal benefits of TDR is the ability to preserve large contiguous areas of farmland and open space and to do so without imposing land costs on the taxpayers. The municipality determines where it wants to direct growth and where it wants to preserve land. Developers then purchase development rights from property owners in the designated preservation areas—called "sending zones" - and transfer them into the targeted growth areas—called "receiving zones." Therefore, preservation occurs through private market transactions. Another important benefit of TDR is the win-win situation it creates for both the sending and receiving zone property owners. The sending zone landowners are paid for the development potential of their property. The receiving zone property owners may build not only uses equivalent to what is allowed by right according to the zoning ordinance, but also the additional development rights purchased from the sending zone. TDR is particularly beneficial to rural communities, like Woolwich Township, that are experiencing intense development pressures. Lacking an adequate tax base, these communities may not have the resources to purchase all of the targeted farmland. At the same time, recent residential growth

may have placed a strain on the municipal budget with the demand for new schools, public services, and infrastructure that it brings. Absent sufficient commercial ratables to offset these costs, residents suffer the financial burden of rising property taxes. TDR enables these communities to protect their agricultural land base and farmers' equity. It also responds to the needs of existing and future residents by creating a destination with homes, shops, businesses and public spaces — in essence, their own unique downtown.

Lack of Sewer Service

Woolwich Township lacks public sewer service, which is a limiting factor on development and density. Appropriate citing of such infrastructure into areas appropriate for growth will contain development in a compact form while preserving pristine open space and agricultural lands.

Consistency of Regional Center: Woolwich Regional Center

Woolwich Regional Center is a 2.65 square mile area along U.S. Route 322 that includes not only the U.S. Route 322 Corridor Receiving Zone, but also Woolwich Adult, LLC property. Woolwich Adult, LLC, plans to construct 1,029 active adult

homes, and 2.7 million square feet of commercial space including retail uses, offices and hotel space. Woolwich Regional Center, including the U.S. Route 322 Corridor Receiving Zone and Woolwich Adult, will accommodate 40% of projected residential growth and 86% of projected commercial growth throughout the Township.

As noted in the State Plan, new Regional Centers, such as Woolwich, should be located in the State's major corridors and designed to organize growth that otherwise would sprawl throughout the corridor. The proposed Woolwich Regional Center is situated in a compact-form along the U.S. Route 322 corridor and contains a mix of residential, commercial and office uses at an intensity that will make a variety of public transportation options feasible as the Center builds out. The proposed Regional Center will function as a focal point for economic, social and cultural activities within the region, as it not only provides local and regional businesses, but also accommodates single use and multi-family buildings with large format retail, along with office space and institutional uses. The Regional Center involves a considerable amount of retrofitting, thus recognizing existing residential subdivisions, office and industrial parks, schools and recreational facilities.

Criteria	State Plan Criteria: Woolwich Regional Center	Proposed Woolwich Regional Center Baseline	Proposed Woolwich Regional Center (20 years forward)
Land Use			
Function	Focal point for region's economic, social and cultural activities with a compact mixed-use core.	Regional school district.	Mixed-use core, mixed income housing and mixed commercial uses. Regional school district.
	Located in market area supporting high-intensity development and redevelopment.	Development supported by highway access and agri-tourism.	Development supported by highway access, agri-tourism and other economic drivers, such as regional retail and niche markets.
	Identified as a result of a strategic planning effort conducted on a regional basis.	U.S. Route 322 Corridor Study.	Woolwich's regional role is recognized by the state and county, particularly along the U.S. Route 322 corridor.
	Located, scaled and designed not to adversely affect economic growth potential of Urban Centers.	Center does not adversely affect nearby Camden City.	Center does not adversely affect nearby Camden City.
Land area	1 to 10 sq mi	2.65 sq mi	2.65 sq mi
Housing units	4,000 to 15,000 in PA 1 & 2, or 2,000 to 15,000 in PA3, 4 or 5	406	4,246; 3,217 in Woolwich New Town
Housing Density	> 3 du/acre	.24	2.84; 4.98 in Woolwich New Town
Population			
Number of people	>10,000 in PA 1 & 2, or >5,000 in PA3, 4 or 5	1,313	7,906; 6,136 in Woolwich New Town Receiving Zone
Density	> 5,000 per sq mi	183	2,983; 6,075 in Woolwich New Town
Economy			
Employment	> 10,000 in PA 1 & 2, or >5,000 in PA3, 4 or 5	601	10,329*; 5,549 in U.S. Route 322 Receiving Zone
Jobs-housing ratio	2:1 to 5:1	1.48:1	2.43:1
Infrastructure			
Capacity (general)	Access to sufficient existing or planned infrastructure.	Public water supply; limited sewer service to Woolwich Adult, LLC commercial parcels.	Public water supply; sewer service throughout Center.
Transportation	Near major public transportation terminal, arterial or interstate interchange; hub for two or more transportation modes.	New Jersey Turnpike interchange Exit 2; U.S. Highway Route 322.	New Jersey Turnpike interchange Exit 2; U.S. Highway Route 322.

* Does not include an estimated 135 jobs from future warehousing facilities located on the far west end of the U.S. Route 322 Corridor, outside of the Regional Center. Also, does not reflect existing jobs.

Planning Area Changes

Woolwich Township worked with staff of the Office of Smart Growth (NJOSG), NJDEP, NJDOT and the New Jersey Department of Agriculture to carefully review the State Plan Policy Map. Woolwich Township currently contains SDRP Planning Areas 2, 3, 4, 4B and 5. Planning Area 4, the Rural Planning Area, is designed to highlight an areas' agricultural potential. This is the location of New Jersey's prime farmland and agricultural industry. Policies outlined for PA 4 include keeping the land in large, contiguous masses of farmland while promoting agriculture as an industry and directing new growth into existing or planned centers where infrastructure is or will be

located. Planning Area 4B has these same policies with an environmental overlay. The environs of PA 4 or 4B are generally to remain in open space and agricultural use, and not to develop into an urban or suburban character. Planning Area 5 is the Environmentally Sensitive Area that comprises large contiguous parcels with whole ecosystems that can, and should, be protected. In keeping with the spirit of these goals, the Township intends to further the goals of the State Plan to protect these resource areas. The Planning Area 2 and 3 portions of the community are largely built upon, or planned for TDR receiving area growth. Those areas not developed are proposed to change to Planning Areas 4, 4B and 5.

Proposed PA Changes Matrix by Land Area (Acres)

		Plan Endorsement Proposal (TO)									TOTAL (FROM)
		PA1	PA2	PA3	PA4	PA4B	PA5	PA5B	Park	CES	
Current State Plan (FROM)	PA1										0
	PA2		1869	0	426	0	283		161		2739
	PA3		500	2283	1556	1270	463		19		6091
	PA4		1	1481	2987	0	270		0		4739
	PA4B		0	0	0	0	0		0		0
	PA5		0	0	0	0	1		0		1
	PA5B										0
	Park		3	0	0	0	4		134		141
	CES										0
TOTAL (TO)		0	2373	3764	4969	1270	1021	0	314	0	13711
NET CHG		0	-366	-2327	230	1270	1020	0	173	0	

Consistency with State Plan Criteria for Planning Areas

Pages 26 to 70 of the Township's petition report provides a detailed account of how the Township's planning is consistent with the State Plan delineation criteria for each of the Planning Areas that exist in the municipality. The below list summarizes the Township's consistency according to the standard set of 11

Policy Objectives outlined in the State Plan for each Planning Area. Most of these issues are discussed in greater detail throughout other sections of this report.

1. Land Use: The Township will concentrate development in Center, while using tools such as zoning, TDR and an environmental protection ordinance to preserve natural

resources. These tools will complement the existing zoning, which already limit densities in sensitive areas.

2. Housing: The Township's plans propose to provide the bulk of the affordable housing in Center and PA2, where residents (will) have better access to public and commercial services.

3. Economic Development: The Center will be a focal point for economic development, with commercial uses in a mixed-use setting. The preservation of environs may also provide opportunities for agro- and eco-tourism.

4. Transportation: The Township's plans emphasize support of alternative transportation modes, including the improvement of sidewalks and pathways. Road improvements to Route 322 also consider ways of slowing traffic and improving pedestrian safety. The PIA calls for further cooperation on a potential Bus Rapid Transit system (BRT).

5. Natural Resource Conservation: Various environmental protection measures will provide a level of protection beyond what the state can achieve through the environmental regulations. Instead of the site by site basis of DEP regulations, the Township's plans and ordinances will preserve habitat and water resources in a more holistic manner.

6. Agriculture and Farmland Preservation: While the TDR program will be the main source for farmland preservation, the Township has an active PIG program, and an open space fund with \$300,000. The Township intends to up-date its Farmland Preservation Plan to meet the new SADC standards to qualify for the next round of PIG funding.

7. Recreation: While the Township has had significant success at the regional level, its plans recognize the need for neighborhood recreation facilities in the proposed Center, and enhanced access for residents on foot or bicycle.

8. Redevelopment: The Township has few redevelopment opportunities, but intends to further investigate the Nike missile sites as brownfield redevelopment areas.

9. Historic Preservation: As noted above, the Township has several sites of historic and cultural significance. The Township will seek to protect these sites by creating protection measures to maintain undisturbed open space surrounding these sites, enhance visual access to these resources, rehabilitate and maintain the historic structures themselves and incorporate educational kiosks to broaden public awareness and appreciation of their historical significance.

10. Public Facilities and Services: Municipal facilities are already planned near Weatherby. In addition, schools are within walking distance of the new development with in the proposed Regional Center. In terms of services, the Township requests expanded public water and wastewater service to accommodate growth in the TDR receiving areas.

11. Intergovernmental Coordination: The PIA provides a framework for coordination between Woolwich Township, Gloucester County and the state. The participation of other municipalities will be necessary for items such as the Bus Rapid Transit (BRT) initiative.

CONCLUSION

Recognizing the Township of Woolwich's significant planning efforts, the Office of Smart Growth recommends that the State Planning Commission endorse the Township's vision and plans as consistent with the State Plan. The Township population has grown considerably over the past four decades, a trend that has slowed but will continue into the near future. Plan Endorsement provides an excellent opportunity to direct that growth towards Centers and other appropriate areas, while preserving natural resources, open space and farmland.

Intended to help forge a lasting partnership between the Commission and the Township, Plan Endorsement is a two-way commitment, embodied in the PIA. Additional planning and design work will still be required on the part of the Township, and these efforts need to be carefully monitored by the Commission and the State agencies. From the efforts made so far to reach the present consensus, it is evident that the desire of the Township to succeed is real and the Commission should support these planning efforts.

PLANNING & IMPLEMENTATION AGREEMENT

A draft PIA is attached. In light of the current review of the overall Plan Endorsement process, this PIA is structured to accommodate the future version of the process, with its additional requirements and benefits. PIA activities will be aligned with new Plan Endorsement requirements, so that at a certain point the Township can automatically be folded into a streamlined endorsement review and garner further benefits from the state. The PIA will be finalized upon adoption by the State Planning Commission.