

November 11, 2014

Master Plan Reexamination Report Route 70 Corridor

Medford Township, New Jersey

November 11, 2014

Township of Medford Council

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November 11, 2014

2014 Master Plan Reexamination Report Land Use Plan Amendment

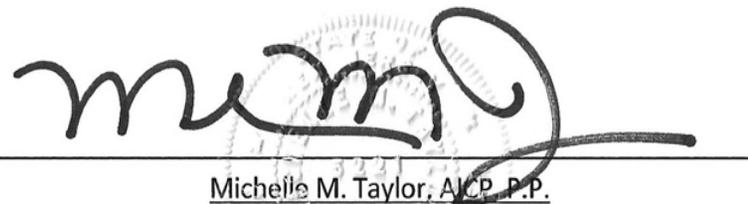
Adopted July 23, 2014

Medford Township Planning Board

Medford Township, Burlington County, New Jersey

Amended & Adopted, December 15, 2014

See Page 30 only, block and lot amendments line 7 of the table



A handwritten signature in black ink, appearing to read 'mmt', is written over a horizontal line. Behind the signature is a faint, circular official seal of the Medford Township Planning Board.

Michelle M. Taylor, ACP, P.P.

New Jersey Professional Planner No 5221

Master Plan Original signed and sealed
in accordance with N.J.A.C. 13:41-1.3;
and on file in the Medford Township Clerk's Office

November 11, 2014

Prepared for:

Township of Medford Planning Board

Planning & Design Consultant:



Planning
Landscape Architecture
Streetscape Design
Park Planning & Design
Planning Board Consultation
Economic Redevelopment

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I. Introduction

The Municipal Land Use Law (MLUL) requires every municipality in New Jersey to reexamine the Master Plan and development regulations at least once every 10 years (N.J.S.A. 40:55D-89) to ensure periodic review of information and changing conditions in order to keep municipal planning efforts current. The Township last adopted a Reexamination Report and Land Use Plan Amendment on September 12, 2008. The MLUL sets forth that the Reexamination Report addresses the following five specific areas:

- a. Major problems and objectives relating to land development in the Municipality at the time of such adoption, last revision or re-examination, if any;
- b. Extent to which such problems and objectives have been reduced or have increased subsequent to such date;
- c. Extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for such plan or regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, and changes in State, County and Municipal policies and objectives;
- d. Specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared; and
- e. Recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law, P.L. 1992, c. 79 (C.40A:12 A-1 *et al.*) into the land use plan element of the municipal master plan, and recommended changes if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The Route 70 Corridor Reexamination Report has been prepared to meet the statutory requirements as specified in the MLUL for the limited area of the Highway Management (HM) and Highway Commercial (HC-1 and HC-2) zoning districts, except that revised planning objectives have been proposed herein to apply to the overall Township. The Route 70 corridor has been and continues to be an important planning area in the Township due to its prominent gateway location in the Township; its importance to the community as a location for larger commercial uses; and its past and present expectations for development. The Route 70 corridor was previously the subject of study in the 2004 Route 70 Corridor Smart Growth Plan, the 2005 Final Report of the Route 70 Ad Hoc Study Committee, the 1987 Guidelines for the Route 70 Corridor and the 2008 Master Plan Reexamination.

The Township has chosen to reexamine land use planning and zoning in the Route 70 corridor at this time in order to examine and address development regulations that may be perceived as too restrictive, including building size limitations, parking and building setbacks and buffer requirements, as well as which uses are permitted in the corridor. Zoning regulations are also perceived as confusing to developers, residents, property owners, tenants, boards, and administrative staff and potentially inhibit investment and reinvestment.

The Planning Board has been charged by the Medford Township Council to prepare a reexamination study of the Route 70 Highway Management Zone. Council is continuing their policy goal of ensuring that economic development activities and the creation of commercial ratable growth on behalf of the Township by evaluating various provisions that may be inhibiting growth including setbacks, buffer and the building size limitation. - Paraphrased Memorandum to the Planning Board from the Township Manager Christopher J. Schultz on behalf of Township Council dated September 5, 2013

Medford is on the edge of the Pinelands National Reserve and in the midst of several metropolitan areas in the mid-Atlantic region. It is solidly located within the Philadelphia Metropolitan Area. For the purposes of this report, the Route 70 corridor study area encompasses the HM, HC-1 and HC-2 zoning districts generally located along Route 70 west of the Southwest Branch of the Rancocas Creek, Medford Evesboro Road and Old Marlton Pike. The HC-1 district is located along Route 70 from the intersection with Old Marlton Pike to County Route 541. The HC-2 district is located along Route 70 from County Route 541 to approximately Haines Creek Lane. The HM Zone districts bookend the HC districts and continue to the edges of the Township primarily along Route 70. An area of Route 70 east of Haines Creek to the Southampton Township boundary has been excluded from this report. At this juncture the Medford Crossings development(s) are subject to several ongoing legal cases, therefore the Planning Board will not discuss the projects.

II. Process

The preparation of the Reexamination Report has been a transparent and open process in which public input was sought, followed by a number of Planning Board Subcommittee meetings to further discuss the area. The process proceeded as follows:

- 1) Area goals were discussed and formulated at the October 23, 2013 Planning Board meeting.
- 2) The public, local business groups, and stakeholders were invited to a public comment meeting held on January 29, 2014 to solicit input about what should occur along the corridor, prior to plan formulation.
- 3) The Planning Board Subcommittee met to refine the input and make recommendations for modifications to the Master Plan and Zoning Ordinance.
- 4) The Planning Board will hold a public hearing on the Reexamination Report on July 10, 2014.
- 5) Implementation of recommendations requires the preparation and adoption of ordinances by the governing body.

III. Areas of Concern

The following areas of concern were identified in the area:

- 1) Automobile traffic congestion seems to increase with each new development. A car must be used to perform every task. Older and younger people, who do not drive, may feel disconnected and unable to move about freely.

- 2) Large areas of land are devoted to parking of vehicles. Parking areas can be unattractive, create heat islands, increase storm water runoff, and degrade water quality.
- 3) Residents, workers, and employers desire communities that offer convenience for work, play and living arrangements with more opportunities for quality living. Workers may not live near their jobs and are forced to travel long distances for employment. The quality of life is high due to the accessibility of recreation, shopping, and quality educational opportunities.
- 4) Developers often seek variances or require special accommodations like Redevelopment Area or Rehabilitation Area Determination (per the Local Redevelopment and Housing Law) to accomplish good development. Often they might complain of project delays and cumbersome rules.
- 5) The costs of maintaining an extensive infrastructure network are rising, creating higher maintenance demand and potentially higher taxation.
- 6) Flood prone areas should continue to be restricted from permanent habitation; no structures should be permitted because damage may be incurred to persons or property as the result of occasional flooding.

IV. Preliminary Objectives & Planning Principles

At the October 23, 2013 Planning Board meeting, the Board generated a list of initial goals for this report:

- 1) Promote a business-friendly environment that encourages appropriate levels of development along the Route 70 corridor.
- 2) Strengthen the economic viability of the area through the retention, and where appropriate, expansion of existing businesses, and the creation of new business opportunities.
- 3) Develop more user-friendly land use regulations that can clearly be interpreted by developers, residents, property owners, tenants, Boards, and administrative staff. Make development decisions predictable, fair and cost effective.
- 4) Preserve and enhance the character of the corridor by encouraging land use and architectural design that reflects the historic vernacular of the Township as well as landscape treatments and suitable buffers.

V. Major Problems & Objectives in the Last Reexamination Report

A. Problems

Problems identified for the area in the 2008 Reexamination Report, 2005 Final Report of the Route 70 Ad Hoc Study Committee and the 2004 Route 70 Corridor Smart Growth Plan, Study & Recommendations included:

- 1) Loss of character to the community and visual impacts including mass and bulk of structures, building and site design, buffers, setbacks, and sign clutter.
- 2) Traffic congestion on the State Highway Route 70 caused by existing and potential development as provided by ordinance particularly north of Route 70. Lack of public infrastructure improvements, such as widening and connectivity by the State on the State highway were cause for concern.
- 3) The Zoning Ordinance may discourage private investment and re-investment by creating nonconformity both of structures and uses.
- 4) The Zoning Ordinance lacks clarity and continuity particularly with respect to use, bulk, design standards, setbacks, and buffers.

These observations were reiterated by the public comments at the Planning Board work session. The public continues to express the foregoing issues as on-going areas of concern. These issues continue to be areas of concern on the part of business owners and the community, many of which have persisted for decades. The physical constraints and administrative issues are discussed in greater detail in this report.

Prior master plan documents (list attached as Appendix A) and studies were reviewed to glean additional problems identified with the Route 70 corridor. In general, it appears that it was feared that commercial and residential growth in the corridor would be explosive and needed to be curbed. The 1987 Guidelines for the Route 70 Corridor plan included reference to a Burlington County year 2000 population estimate of 33,600 people in the Township; an overestimate of 11,347 people. (The Township's current population estimate is 23,033.) These predictions may have been partially based on the State's expansive right-of-way on Route 70, which ranges between one hundred sixteen (116) feet to five hundred twenty (520) feet wide. In the 1987 Guidelines for the Route 70 Corridor, it was believed that Route 70 would ultimately be widened into a six-lane divided highway with a pavement width of one hundred eighty (180) feet.

Beginning in 2004 with the Route 70 Smart Growth Plan, as explosive growth never materialized, there was a realization that Route 70 in Medford should have a local, rather than regional, commercial focus, and that planning for the corridor should expand opportunity, create public amenities, and upgrade aesthetics because the corridor is a gateway into the community. Summaries of prior planning studies are appended to this report as Appendix B.

As will be discussed later in this report, ordinance provisions that were intended to protect the community from the impacts of projected development such as limiting building size to 35,000 SF, prohibiting new fast food restaurants, shopping centers and light industrial uses, and requiring large building setbacks and front yard buffers have now proven to be a hindrance to the vitality of the corridor. There are additional physical limitations due to watercourses and wetlands; and the availability of sanitary sewer.

B. Goals & Objectives

A Reexamination Report is required to address major problems and objectives relating to land development from the last Reexamination Report. The 2008 Master Plan Reexamination Report reviewed fourteen (14) objectives developed by previous Master Plan documents, and reaffirmed those objectives. The extent to which the objectives and problems outlined in the 2008 Reexamination Report have been reduced or increased is discussed below, with particular attention paid to the Route 70 corridor area where appropriate.

1. To implement the balance between growth and conservation called for in the New Jersey State Development and Redevelopment Plan.

Medford is in a Pinelands Regional Growth Area, and Medford actively participated in the Cross Acceptance Process. Growth in the area is limited by the presence of wetlands and sewer capacity, which are both regulated by the New Jersey Department of Environmental Protection, which uses the SDRP as a regulatory tool. The State has proposed a major revision to the SDRP, known as the New Jersey State Strategic Plan. The State Strategic Plan is less prescriptive than the SDRP and includes the following overall goals:

- Goal 1. Targeted Economic Growth: Enhance opportunities to attract and grow industries of statewide, regional and international importance.
- Goal 2. Effective Regional Planning: Guide and inform regional planning to enable each region of the State to experience appropriate growth, preservation and protection based upon its assets or desires.
- Goal 3. Preservation, Protection and Enhancement of Critical State Resources: Ensure that strategies for growth include preservation, protection and enhancement of our State's critical natural, agricultural, scenic, recreation, and historic resources, recognizing their role in economic growth and the quality of life for New Jersey residents.
- Goal 4: Tactical Alignment of Government: Prioritize effective resource allocation, coordination, cooperation and communication among entities that play a role in meeting the Plan's mission.

Progress is made with respect to this objective every time development modifications are made in the area.

2. To protect key natural resources, including open space and agricultural lands.

Since the time of the last reexamination report, Medford has continued to acquire open space and farmland through use of its open space trust fund monies. The status of permanently preserved open space and permanently preserved farmland in the Township is attached as Appendix D to this report. In addition to the preserved parcels on that list there are additional parcels that have been placed into open space as part of the Wharton Tract; Cedar Run and Camp Kettle Run are open space and Camp Ockanickon used Green Acres funds to purchase the adjoining Wollman Farm. There are other active parcels under consideration for farmland preservation.

3. To maintain Medford Township’s existing character as a rural municipality of farms and large lot, single-family residential units.

Planning and zoning continue to enforce this objective. Growth and commercial development continue to be encouraged in the commercial zones, including in the Route 70 corridor.

4. To allow for areas of high density and mixed housing types which will create an opportunity to construct housing to meet the needs of various income, ethnic and racial groups.

Progress toward this objective has been made through approval and construction of affordable housing on several sites and establishment of the GMN Overlay District and approvals therein. With respect to the Route 70 corridor, there are frontage lots which are exceptionally deep and barred from Route 70 access that may be appropriate for residential development off of the highway. These areas have been zoned and implemented. .

5. To divide the Township into zones that reflect existing land use trends in order to stabilize the identity of distinct land use areas.

Planning and zoning have enforced this objective.

6. To time the sequence and tempo of growth using sound environmental analysis.

Medford has not controlled growth through its own environmental requirements; that is the purview of State-level agencies.

7. To redefine the boundaries of Medford Village according to the survey and inventory contained within the Medford Village Historic Preservation and Growth Plan (1980).

Based upon the record, it appears that the boundaries were subsequently changed with the addition of the RHO Zone District per the 1982 Land Use Element.

8. To provide for integrated planning along the Route 70 commercial corridor in anticipation of the highway’s widening by the New Jersey Department of Transportation.

Continued planning in the corridor has proved necessary, however not because a widening is anticipated.

9. To bring the Township into compliance with the requirements of the Pinelands Comprehensive Management Plan.

The Township’s zoning is in compliance with the CMP, and is modified when necessary when amendments are made to the CMP.

10. To provide and plan for “balanced” growth within the Township of Medford by establishing a reasonable ratio between residential and non-residential development in order to assure that adequate non-residential development occurs in the Township.

This objective has increased. As a result, the Township Council reestablished the Economic Development Commission and has spearheaded an amendment of the sign ordinance. Review of commercial zoning is underway. There is a commitment to maximize the effectiveness and efficiency of the Township’s commercial and industrial districts as an employment, service and retail base for the community and surrounds.

11. To preserve, enhance, and protect the prevailing quality of life existing in Medford Township.

This objective has increased, and has been furthered through the following:

- Adoption of a Community Design Element of the Master Plan and Ordinance
- Efforts of the Township Environmental Affairs Advisory Board

12. To provide for the preservation of agricultural lands, woodlands, open spaces and environmentally sensitive lands.

There are on-going Municipal and County efforts to preserve Farmlands and Open Space in Medford Township. In the Route 70 corridor, preservation should be balanced with economic development considerations. See Goal 2 above.

13. To provide for abundant active recreation areas and the development of recreation facilities throughout the Township, which are accessible to all residents.

Providing quality recreation facilities remains a priority. This objective has been furthered through the following:

- Bicycle and Pedestrian Network Plan
- Dixontown Road Bicycle Path Project
- LDO Amended to allow developer contribution to be used for bikeways
- Expansion of PPE uses and public/private cooperation involving recreation facilities discussed in the 2008 Plan
- Bike lane and path construction planned along Stokes Road along a parcel known as the Cow Point to Himmelein Road

14. To assure that the density and intensity of development is in keeping with the inherent capabilities and limitations of the physical characteristics of the land.

This remains a priority. The Township furthered this by creating the Restricted Highway Commercial District (RHC) which permits less intense uses than the HC and HM Zones. The issue was also reviewed in the 2004 Route 70 Smart Growth Plan.

VI. Changes in Assumptions, Policies & Objectives Since the Last Reexamination Report

A. Updated Goals

The Planning Board determined that many of the previous goals are repetitive and not in plain language. The goals have been reviewed and revised as follows:

1. Enhance and protect the prevailing quality of life existing in Medford Township, including security, education, recreation, housing, and employment.
2. Maintain Medford Township's existing character as a rural municipality of farms and large lot, single-family residential units while also providing for a balanced variety of uses and housing types to meet the needs of a variety of household types, incomes, age groups, and lifestyles.
3. Ensure that the density and intensity of development is consistent with the inherent capabilities and limitations of the physical characteristics of land avoiding floodplains, stream corridors, aquifers, and aquifer recharge areas.
4. Protect environmentally sensitive lands as well as key natural resources, such as watersheds, forests, grasslands, and habitats; and open space and agricultural lands.
5. Promote aesthetic improvement, public amenity, and economic vitality in commercial and industrial areas.
6. Promote sustainability in land use planning throughout the Township, which fosters Medford's distinct and attractive sense of place.
7. Provide adequate and appropriate community facilities and services in order to maintain the quality of life for existing and future Township residents.
8. Encourage preservation of historic buildings and context sensitive design, rehabilitation and redevelopment in all districts.
9. Create a comprehensive, integrated, connected street and road network that accommodates travel by pedestrians, bicyclists, public transit, and motorized vehicles and passengers safely and efficiently aka "Complete Streets" policy (Township of Medford Resolution 132-2012).
10. Ensure that the Township's planning and zoning does not conflict with the planning of adjacent municipalities, the County, the Pinelands Comprehensive Management Plan and the State.

B. Route 70 Corridor

As previously discussed, planning for the Route 70 corridor is ever-evolving. It is now generally believed that commercial demand in the corridor will be local, not regional, in nature, likely due to a combination of impediments. The Township is located in a peripheral location of the area between Evesham and the rural Pinelands. The proximity to major destination employment and retail centers in more heavily populated areas and near multiple transportation access points also limits Route 70's appeal. Lastly there are development constraints on the land itself. This is a change in planning assumptions about the corridor that has been evolving.

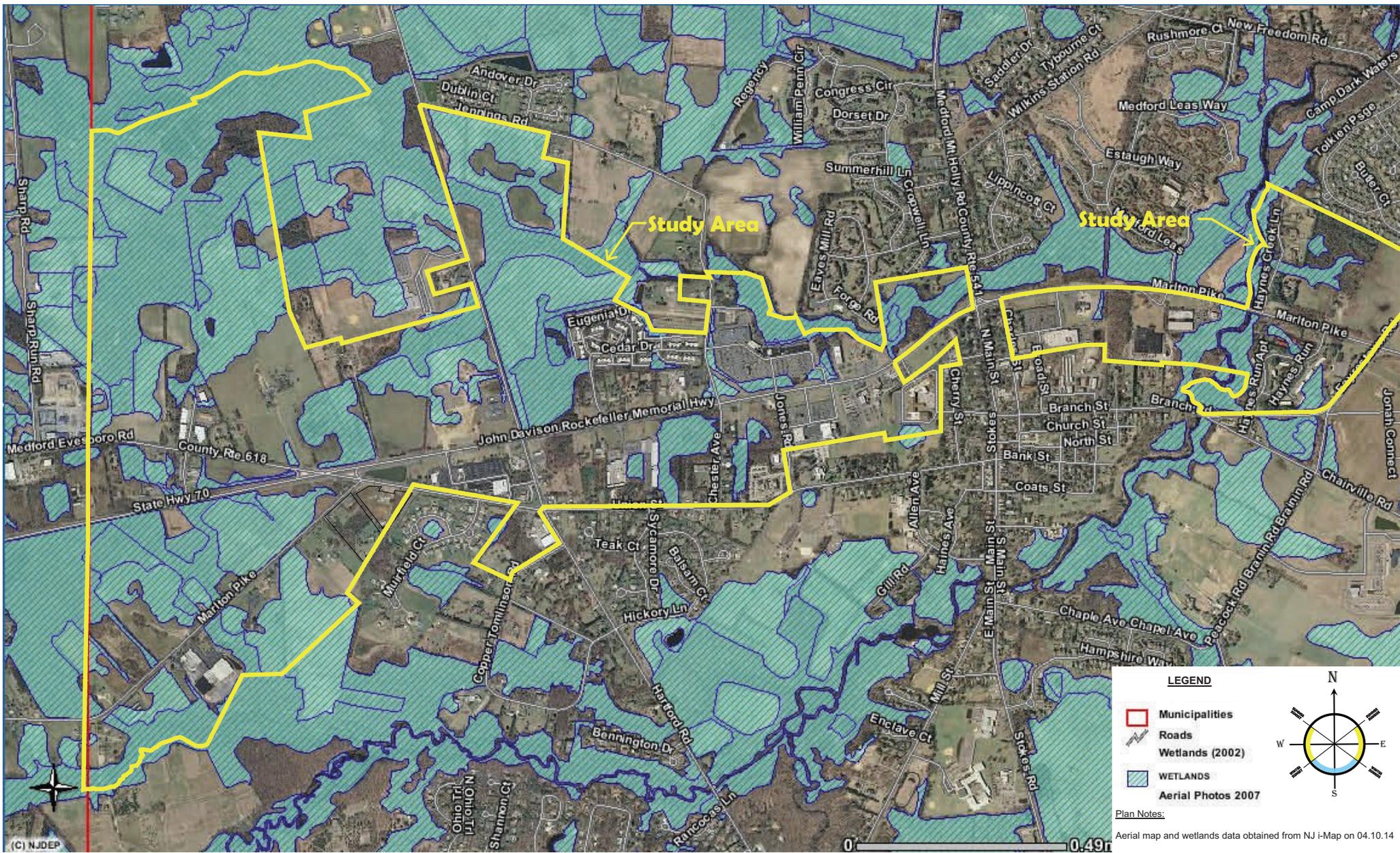
1. Physical Features

The August 15, 1990 Land Use Plan Update contains maps of geology, flood plain areas, seasonal high water table, and wetlands.

The underlying geology of the Route 70 Corridor consists of the Kirkwood Formation, Vincentown Formation, and Manasquan Formation. The Kirkwood Formation is an aquifer recharge area and comprises the area west the Medford- Evesboro Road and south of Route 70 to the Evesham Township line; and south of Route 70 near the intersection of Eayrestown Road in a linear fashion towards the Southampton line (within the study area).

The flood hazard areas coincide with Sharps Run located on the north side of Route 70 and coinciding with the highway near the intersection of Route 541. The South Branch Rancocas Creek runs parallel with Route 70 and crosses Route 70 near the eastern edge of the study area. The following map illustrates the wetlands areas, Sharps Run, and the South Branch of Rancocas Creek that bookend and cross the Route 70 corridor.

The following map provided through New Jersey i-Map illustrates the wetlands and stream corridor locations.



Route 70 Corridor Study

Medford Township, Burlington County, New Jersey

Wetlands Locations

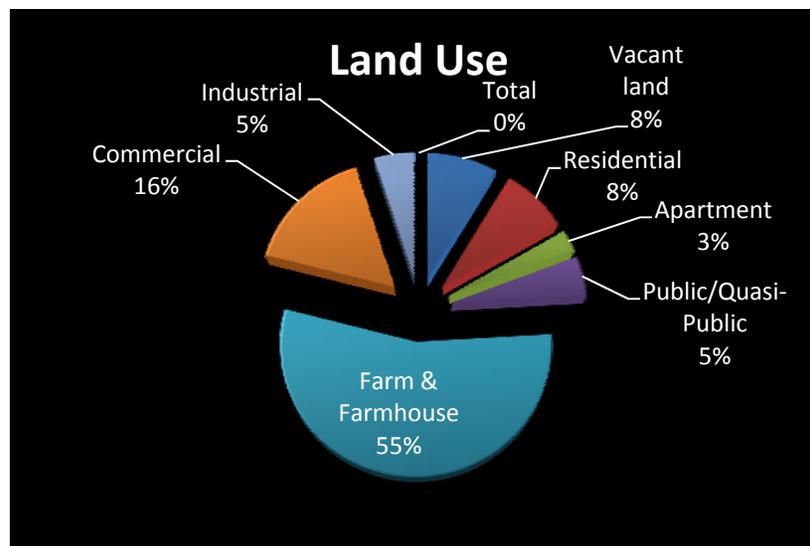
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design
group

2. Existing Land Use & Zoning

Existing land use in the study area continues to be primarily non-commercial in nature, and is predominantly farmhouse and farmland assessed land (55%), followed by commercial (16%), vacant land (9%) and one- and two-family residential (8%). (Property details are Appended in the Property Owners list.) A significant portion of the farmland and vacant land contains mapped wetlands (see Wetlands Locations Exhibit), which would limit development in those areas. Constraints upon the corridor include the creeks in the area. Sanitary sewer capacity has been limited for a period of some time. Currently, the Township is conducting infiltration and inflow studies and seeking to optimize the existing capacity at the sewage treatment plant. Typically, low sanitary flow generators; locate where there is limited sewer capacity.

Property Class	Acreage	% Total
Vacant land	76	9
Residential	71	8
Farm & Farmhouse	485	55
Commercial	142	16
Industrial	44	5
Apartment	23	3
Public/Quasi-Public	43	5
TOTAL	883	100



In terms of zoning, the HC and HM zones permit similar uses. The HM Zone does however permit lodging, automobile sales, service stations, commercial nursery and senior housing uses, where the HC Zones do not. The HC-2 Zone permits single-family residential uses on septic and agricultural and horticultural uses where the HC-1 and HM Zones do not.

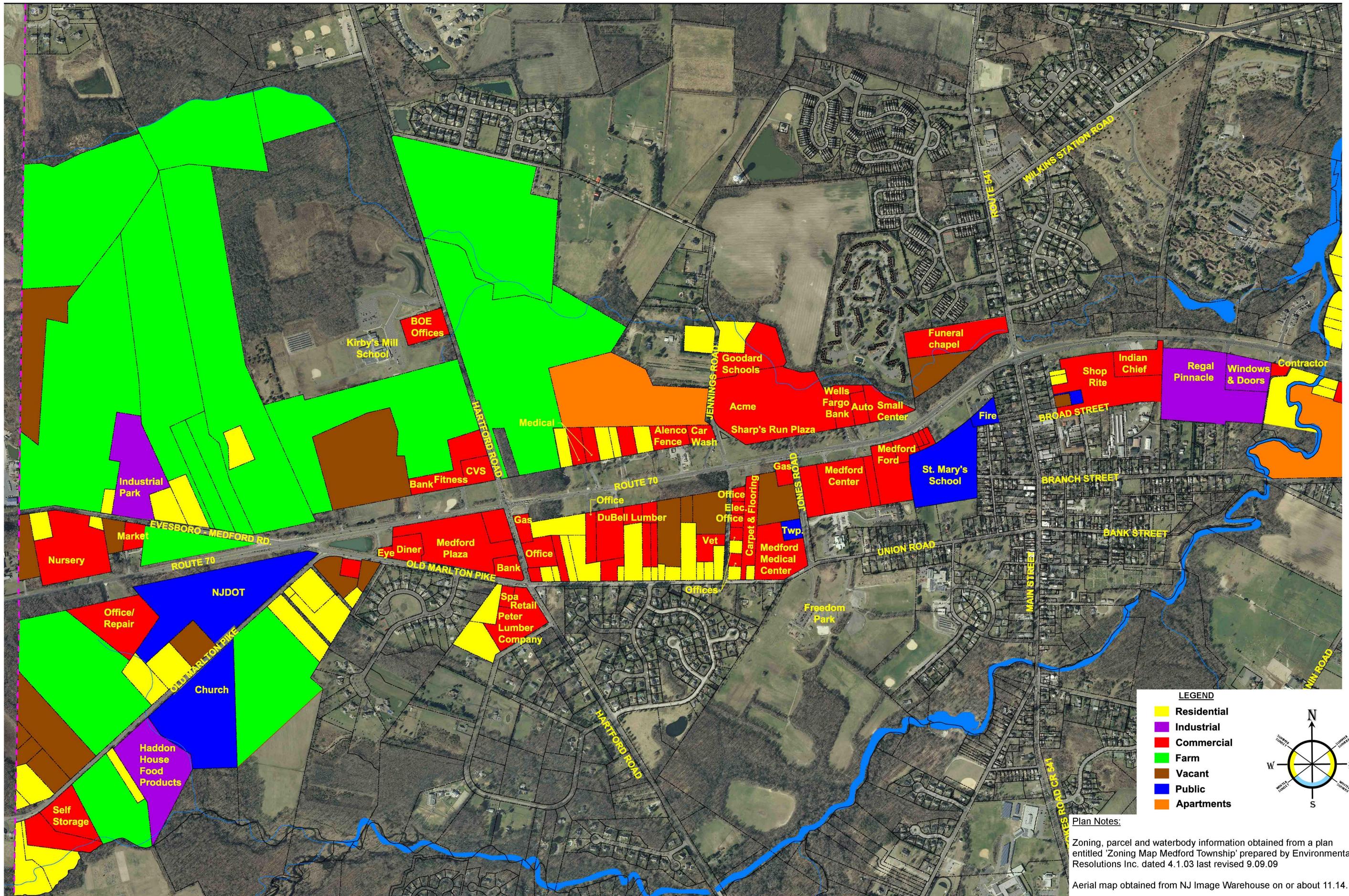
Most of the land uses in the study area are permitted uses, except for the light industrial, self-storage and apartment complex uses in the HC and HM Zones, and the single-family residential and farm uses in the HM Zone.

The current bulk standards are listed below:

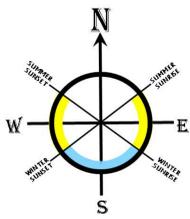
Table – Existing Bulk Standards in HM & HC Zones

BULK STANDARDS	HM	HC	HC (shopping center)
Min. lot size (acres)	2	2	5
Min. lot frontage (feet)	200	200	400
Min. lot width (feet)	200	200	400
Min. lot depth (feet)	250	250	400
Min. front yard setback (feet)	100	100	125
Min. side yard setback (each) (feet)	50	50	60
Min. rear yard setback (feet)	50	50	100
Min. rear yard setback to res. district (feet)	100	100	--
Min. setback to res. district (feet)	100	--	--
Min. accessory struc. setback (feet)	30	30	50
Max. floor-to-area ratio (FAR)	0.25	0.25	0.25
Max. lot coverage	65%	65%	65%
Max. building height (stories/feet)	35/2.5	45/3	45/3
Min. front yard buffer (feet)	50	50	50
Min. side yard buffer (feet)	25	25	30
Min. rear yard buffer (feet)	25	25	50
Min. res. district buffer (feet)	50	50	50
Max. building size (square feet)	35,000	35,000	35,000

Existing land use and zoning exhibits are provided on the following pages.



- LEGEND**
- Residential
 - Industrial
 - Commercial
 - Farm
 - Vacant
 - Public
 - Apartments



Plan Notes:
 Zoning, parcel and waterbody information obtained from a plan entitled 'Zoning Map Medford Township' prepared by Environmental Resolutions Inc. dated 4.1.03 last revised 9.09.09
 Aerial map obtained from NJ Image Warehouse on or about 11.14.13

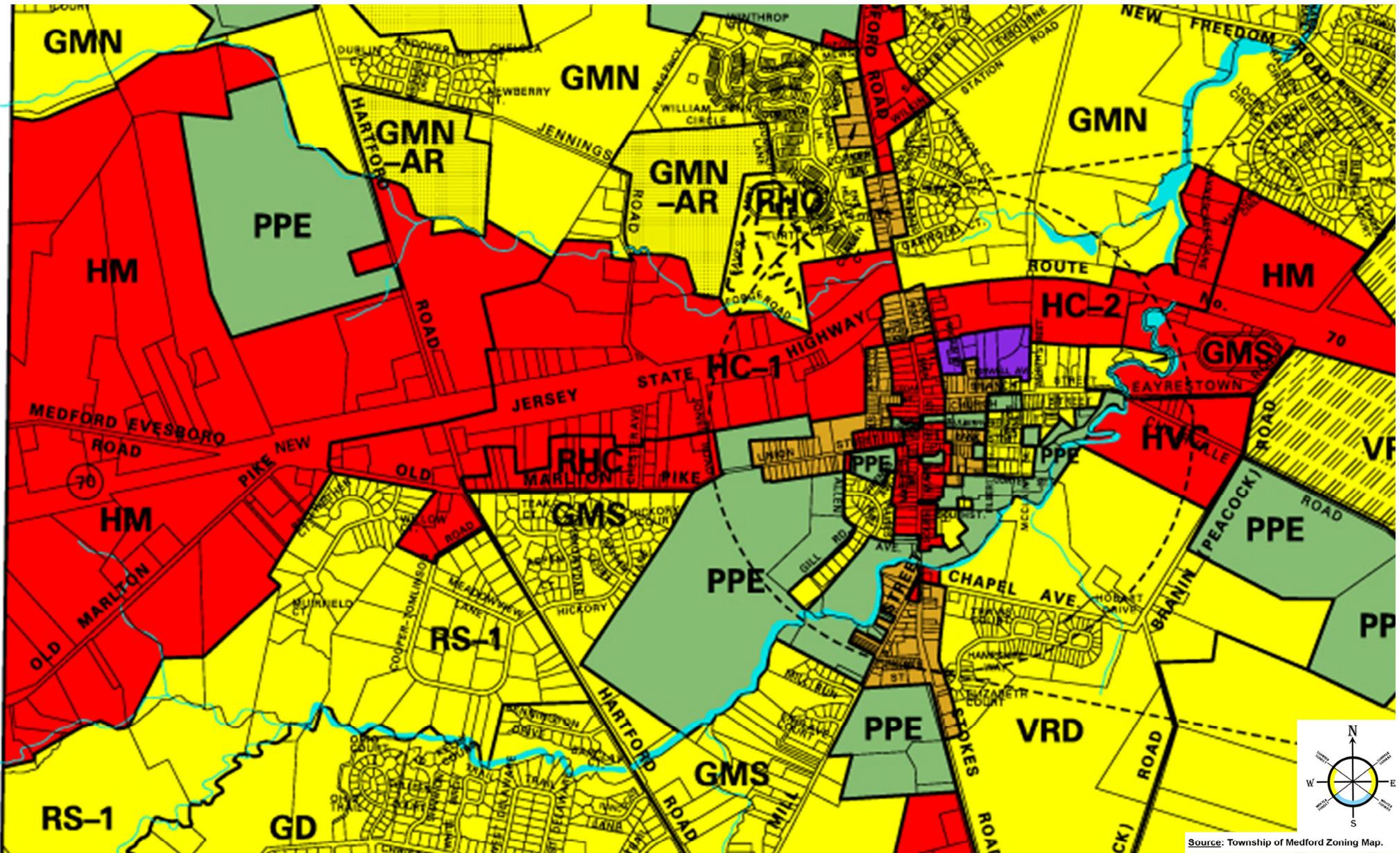
Route 70 Corridor Study

Medford Township, Burlington County, New Jersey

Existing Land Use
 March 31, 2014

Prepared by:
taylor design group, inc.
 www.tdgplanning.com





Source: Township of Medford Zoning Map.

Route 70 Corridor Study

Medford Township, Burlington County, New Jersey

Existing Zoning

March 31, 2014

Prepared by:
taylor design group, inc.
www.tdplanning.com

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design
group

3. Circulation

As previously discussed, the Route 70 corridor has a wide right-of-way ranging in width between one hundred sixteen (116) feet and five hundred twenty (520) feet. Such a right-of-way could be designed with up to six (6) travel lanes, bike lane and shoulder. The roadway has not been, nor is it planned to be, widened in Medford Township. Several planning studies discuss that Medford is akin to the suburban “end of the road” to the east of Philadelphia along Route 70. The location of the Pinelands National Reserve has largely resulted in this condition, placing Medford as one of the last enclaves for commerce and housing in the region before entering the more rural areas between it and New Jersey shore points. The corridor continues to be dominated by vehicular traffic, however the Planning Board seeks to advocate for bicycle lanes or sidewalks along the State highway and pedestrian and bicyclist highway crossings at key intersections.

Route 70 is known as the John D. Rockefeller Memorial Highway and extends from the west in Pennsauken, Camden County to the east in Wall Township, Monmouth County. Based upon informal telephone calls with NJDOT representatives including James Darrar in the Right-of-Way Unit and David Earle of the Landscape Unit, there are no formal plans to relinquish any right-of-way, specifically because of the history of the highway. In particular, roadside landscaping and aesthetics are deemed an important resource of the corridor in part due to the wide right-of-way. Both representatives indicated that bicyclist and/ or pedestrian separated paths and landscape additions along the corridor are desirable as long as applicable permits and leases are sought.

The most recently available data from NJDOT indicates that Annual Average Daily Traffic (AADT) on Route 70 is substantially higher in Evesham than in Medford, and that it decreases in an eastward direction to Southampton. Other shopping corridors such as Routes 73 and 38 have been provided for comparison purposes. What this data suggests is that Medford lacks a volume of pass-by traffic to sustain regional-type levels of commercial development that can be achieved in Evesham and on Route 38 in Moorestown and Maple Shade.

Table – NJDOT 48-Hour Traffic Volume Counts as Annual Average Daily Traffic (AADT)

	AADT	Municipality	Date	Intersection
Route 70 Milepost				
18	16,837	Southampton	11/15/2010	Near Route 206
13.49	21,485	Medford	10/26/2009	Near Route 541
9.45	25,481	Evesham	3/9/2011	E of Route 73
9.01	32,058	Evesham	12/1/2009	E of Route 73
7.9	39,800	Evesham	3/7/2006	W of Route 73
Route 73 Milepost				

	AADT	Municipality	Date	Intersection
23.39	54,452	Evesham	6/18/2012	N of Route 70 Intersection
25	42,575	Evesham	11/9/2009	S of Route 70 Intersection
Route 41 Milepost				
14.07	14,689	Maple Shade	9/12/2011	N of Routes 38 and 73 Intersection
Route 38 Milepost				
5.85	42,039	Maple Shade	10/21/2009	E of Route 73
6.8	38,931	Moorestown	6/26/2012	W of Pleasant Valley
8.97	46,560	Moorestown	11/1/2010	West of Route 295
10.5	42,194	Mt. Laurel	10/21/2009	West of Hartford Road
Medford Twp.				
Stokes Road 9.4	13,139	Medford	5/25/2010	Memorial School
Taunton 2.28	12,579	Medford	7/19/2011	S of Christopher Mill
Church	9,563	Medford	9/20/2011	W of Hartford
Church	4,786	Medford	3/14/2011	E of Intersection w/ New Freedom Road

There is an overall Township of Medford Bicycle Network Plan by Urbitran Associates, Inc. dated July 3, 2002. The plan utilized the efforts of citizen planners and other related professionals through a steering committee and task force. That plan notes key destinations in the community and identifies desired bicycle facilities such as bike lanes, paths, and routes. The Task Force desired Bicycle Facilities is illustrated on a map in that document and attached here as Appendix E.

The mapping as it relates to the study area included suggested crossings of Route 70 at key intersections. Bike Lanes are recommended on Hartford Road from Route 70 to Himmelein Road; from Hartford Road east along Union to Main Street; from Union along Jones and Jennings Roads on both sides of Route 70 and along Main Street (Route 541) within the study area.

A separated bike path is recommended on Harford Road north of its intersection with Route 70. There are wetlands and stream issues in this area between Route 70 and Church Road which may require bridge crossings or widening of existing structures.

Pedestrian access along this portion of the corridor tends to be pedestrians crossing Route 70 for destinations along the corridor and secondary access roads. These pedestrian desire crossings have been observed at the Route 541 (Medford Mt.Holly Road), Jones Road, and Hartford Road intersections. Safe haven along the roadside has been provided via a sidewalk that connects Main Street to Jones Road along the south side of Route 70. Delineated pedestrian crossings should be maintained to insure markings are high

quality and easily discerned by drivers, cyclists and pedestrians. Hartford Road contains delineated crossings at all four corners with pedestrian signals. The Hartford Road intersection has curb cuts and handicapped accessible aprons on all four corners, one connecting to a sidewalk along the south side of Route 70 east of Hartford Road (Block 903.01, Lot 1.01) that ends at the next parcel.

The New Jersey Department of Transportation compiled a Bicycle Map and Resource Guide as a tool for recreational and transportation cycling purposes. The NJDOT has designated the Route 70 Corridor from Evesboro-Medford Road to Haynes Creek as an area moderately suitable for on-road bicycling with the caveat that the suitability is based upon an average or typical adult bicyclist. The moderate rating is a predictor of the level of comfort or challenge a bicyclist may experience. The Township may consider specific portions of the roadway for separated bike / pedestrian paths to permit the free flow of persons from Jones Road to Old Marlton Pike without traveling in the Route 70 existing cartway which is devoted entirely to vehicular traffic. The links to the NJ state maps for bicycling are noted below.¹

VII. Specific Changes Recommended

There are several sections of the zoning ordinance that have proven problematic to the effective development of the corridor. Most are related to building size and setbacks; others are related to permitted uses and other issues. The regulations for the HC-1, HC-2 and HM Zone Districts are located at §410 and §410B, respectively, in the Land Development Ordinance.

A. Building Size Limitation

Building size is limited in the HC and HM Zones (as well as other commercial zones in the Township). No new buildings in the HC or HM zones are permitted to be greater than 35,000 SF in size, as follows:

“Footnotes For Subsection 410 -D (HC Zones): [1] No new building shall exceed thirty five thousand (35,000) square feet of gross floor area. Existing buildings in existence as of January 1, 2004 may be expanded, provided all intensity, area and yard requirements are met. More than one (1) principal building shall be permitted on a lot. All buildings shall be separated by a minimum of twenty feet (20’) provided such separation is to be used solely for pedestrian circulation. All buildings shall be separated by a minimum of fifty feet (50’) where any part of such separation is to be used for parking or vehicular circulation. However, the separation requirements should not be construed to prohibit covered pedestrian walkways when the roof or covering of such walkway extends between the buildings.”

¹ <http://www.nj.gov/transportation/commuter/bike/guide.shtm>

<http://www.nj.gov/transportation/commuter/bike/pdf/njbicyclemapsouthern.pdf>

“Footnotes For Subsection 410B -E (HM Zone: [1] No new building shall exceed thirty five thousand (35,000) square feet of gross floor area. More than one (1) principal building shall be permitted on a lot. All buildings shall be separated by a minimum of twenty feet (20’) provided such separation is to be used solely for pedestrian circulation. All buildings shall be separated by a minimum of fifty feet (50’) where any part of such separation is to be used for parking or vehicular circulation. However, the separation requirements should not be construed to prohibit covered pedestrian walkways when the roof or covering of such walkway extends between the buildings.”²

The foregoing paragraphs create multiple issues with regard to building development. No new buildings can be constructed in excess of the 35,000 SF minimum. Any developer seeking an expansion of an existing building would only be exempted if all required lot area, yard areas and FAR requirements were met. It is very possible that any expansion of a pre-existing nonconforming building would require the review of the Zoning Board in both the HC and HM Districts.

The building limitation was instituted in 2004-2005 to avoid the creation of a destination retail center dominated by big box stores. At that time the traffic and other impacts of destination retail development were not desired in the corridor. The Planning Board believes that the creation of destination retail is unlikely given the development of major retail centers in adjacent and nearby municipalities. In addition, increased building size does not always lead to increased traffic, where three 33,000 SF stores may generate more traffic than one 99,000 SF store.

The previous Route 70 study discussed at length the gross leasable area of many uses and buildings along the state highway, some of which are located within shopping centers and some which are not. It is vital to understand which buildings exceed the 35,000 SF limitation placed by the zoning ordinance. According to the Tax Assessor there are nine (9) buildings located in either the HC or HM Zones that do not conform to the maximum 35,000 SF limitation pursuant to the last column; and they include the following:

Table – Existing Buildings Greater than 35,000 SF in Route 70 Corridor
Source: Medford Township Tax Assessor

Block	Lot	Name	Use	GLA (SF)
905	3.01	Del-Vel Chemical (fmr. Haddon House)	Warehouse/ Office/ 1 Apt	118,224
				78,174
404	29.03, 29.01	Sharps Run Plaza	Retail/ Fast Food Bank	46,874 2 @ <4,000

² There are similar notes to the schedule in the RC, CC and RHC Districts which limit gross floor area which result in similar issues for certain buildings in those zone districts. *It is recommended that those district standards be evaluated in the future.*

Block	Lot	Name	Use	GLA (SF)
4103	7.01	Repp LLC (Regal Pinnacle Mfg)	Office Warehouse/ Mfg.	83,228 1,292
4103	7.02	Jantek Industries	Office/ Warehouse/ Mfg.	75,000
904	1	Medford Center Assoc. (Future Fitness)	Retail	69,450
1303	3	Medford Supermarket Props.(ShopRite)	Retail	67,050
903.01	10.01, 13.02, 14	Medford Properties (DuBell Lumber)	Retail Office/ Warehouse	66,995 5@ >3600
902	1.01	Medford Investor Assoc. (Medford Plaza)	Retail/ Service/ Medical Office/Fast Food	53,012 2574

Information illustrating typical retail commercial structures floor area for nationally recognized retailers is readily available and provided for illustrative purposes. Custom office, manufacturing, and distribution center square footage requirements are less readily available due to individual use requirements. The following list was compiled of average retail store sizes of common national and regional retailers:

Retailer or retail use	Typical Floor Area
• Apple, Tiffany and Coach	5,000 SF
• Average Tru Value	5,000 SF
• CVS	8,000 - 13,000 SF
• Trader Joe's	8,000 - 12,000 SF
• Walgreens	11,000 - 14,500 SF
• Average Ace Hardware	12,000 SF
• Walmart Express	30,000 SF
• Walmart Market	40,000 SF
• Average grocery store	50,000 SF
• Lowe's Express	50,000 SF plus 5,000 SF garden center
• City Target	60,000 - 100,000 SF
• Walmart Supercenter	78,000 - 260,000 SF
• Wegman's	80,000 - 140,000 SF
• Costco	100,000 -150,000 SF
• The Home Depot USA	105,000 SF plus 24,000 SF garden center
• Lowe's	116,000 SF
• Target	128,000 - 135,000 SF

One of the issues cited by opponents of larger retail buildings is that they often have a bulky or massive appearance; however this can be mitigated by building separations and other architectural techniques (see Community Design Guidelines), as well as landscape buffers and building setbacks.

Floor-Area-Ratio (FAR) as defined already caps the building area that may be erected based upon the overall area of site. The municipal tax assessor's office provided the gross leasable area (GLA) figures and site area figures used below which is not exactly gross floor area (GFA). The FAR range is from a low of 0.25 base in both the HM and HC Districts, bonuses for shared driveways up to 0.275 are permitted in the HC Districts. The floor-area-ratio standards (0.25) were also reviewed to determine whether they create any issues with zoning compliance. There was one industrial site (Jantek) that contains a large building on a relatively small parcel that has a FAR of 0.43. It appears that the existing FAR limitations are currently adequate based on the following sample:

- 1) Block 905, Lot 3.01 Del-Vel Chemical Industrial Use HM Zone District
 - a. Total site size 13.03 Acres or 567,586.8 SF
 - b. GLA 118,224 SF
 - c. FAR 0.21
- 2) Block 404, Lots 29.01 & 29.03 Sharps Run Plaza
 - a. Total site size 22.783 Acres or 992,427.48 SF
 - b. GLA 132,398 SF
 - c. FAR 0.13
- 3) Block 904, Lot 1 Medford Center (Future Fitness etc)
 - a. Total site size 8.8 Acres or 383,328 SF
 - b. GLA 69,450 SF
 - c. FAR 0.18
- 4) Block 903.02, Lot 26 Medford Medical Building
 - a. Total site size 6.12 Acres or 266,587.2 SF
 - b. GLA 47,238 SF
 - c. FAR 0.18

- 5) Block 4103, Lot 7.02 Jantek Industries
 - a. Total site size 3.963 Acres or 172,628.28 SF
 - b. GLA 75,000 SF
 - c. **FAR 0.43 (not in compliance)**
- 6) Block 1303, Lot 3 ShopRite
 - a. Total site size 10.685 Acres or 465,438.6 SF
 - b. GLA 67,050 SF
 - c. FAR 0.14
- 7) Block 1303, Lot 4 Indian Chief Restaurant and Bar HC-2 Zone District
 - a. Total site size 3.5 Acres or 152,460 SF
 - b. GLA 11,660
 - c. FAR 0.08
- 8) Block 401, Lot 14 existing mixed use Shopping Center (incomplete) Retail, recreation in the HM Zone District
 - a. Total site size 27.6 Acres or 1,202,256 SF
 - b. GFA Possible Shopping Center 300,564 at 0.25 FAR

Recommendation:

- 1.) Maximum permitted building size should be increased from 35,000 SF of Gross Floor Area to 100,000 SF for Commercial Retail uses, and up to 120,000 SF for Professional or Medical Office, Industrial, and Assisted Living Uses, as permitted in the HM, HC-1 and HC-2 Zones.

B. Setbacks & Buffer Widths

The current zoning ordinance requires front yard building setbacks at both §410 and as part of the Scenic Corridor section at §506B. The front yard setback for buildings is one hundred (100) feet from the front lot line. The scenic corridor requires a two hundred (200) feet setback from the centerline of the scenic corridor. A front yard buffer of fifty (50) feet is also required from the front property line per §410. Because the Route 70 right-of-way varies in width, and is particularly wide in some areas, these setback requirements have, in some instances, created massive building setbacks, which have forced parking in front of buildings, diminished site yield, and created hardships for merchants whose buildings and signs cannot be readily seen from the roadway.

The New Jersey Pinelands Commission in N.J.A.C.7:50-6.103 regulates public paved roads in the Preservation Area District, the Rural Development, and Forest Areas as scenic corridors. Medford Township in §506B entitled, “Scenic Corridors”, conforms to the requirements of the CMP and expands the regulation of scenic corridors to include the HC-1, HC-2, and HM Districts.

There is no expectation that Route 70 will be widened so that the travelled lane is brought closer to the existing buildings. According to NJDOT Southern Region Representative, Victor Uzlyaner, there are no plans to widen Route 70 in Medford Township. Based upon informal conversations with the NJDOT Right-of-Way Representative James Darrar, it appears highly unlikely that the State would ever vacate any right-of-way for private commercial use. The NJDOT Landscape Unit Representative David Earle, provided a summary of policies with respect to the John D. Rockefeller Memorial Highway which was envisioned to be a parkway with a curvilinear and rolling roadway; visual and physical access to natural features; and architectural construction design features. The wide right-of-way is a by-product of the earliest designs. Neither the State’s wide right-of-way nor the municipal setback requirements have resulted in a substantial beautification of the corridor. The State has not followed a consistent approach in maintaining the corridor as an amenity or providing accessibility and visibility. The NJDOT Outdoor Advertising regulations were amended in 2012 and new private advertising signs are no longer eligible for lease or license in the right-of-way.

The current ordinance standards are listed below:

Table – HC & HM Zone Bulk Standards

Principal Building Minimum	Individual Uses	Shopping Centers (HC only)
Front yard	100’ wide from ROW	125’ wide from ROW
Scenic Corridor (§506B)	Max 200’ wide from centerline (w/ exceptions ³)	Max 200’ wide from centerline (w/ exceptions)
Front yard buffer	50’ wide from ROW	50’ wide from ROW

³ §506B: *If compliance with the 200 feet setback is constrained by environmental or physical situations then the building shall be setback as practical.*

If an applicant for development approval can demonstrate that more than 50% of the existing development within 1,000 feet of the proposed development is set back less than 200 feet from the right of way then the development should provide a setback consistent with that surrounding development.

Recommendations:

- 1) Buildings should be permitted to be located closer to the property line where a substantial amount of right-of-way exists. Buildings greater than 50,000 SF should be set back further than smaller buildings.

Table – Recommended Building Setbacks & Buffer Widths

Principal Building	Existing Zoning Individual Uses	Existing Zoning Shopping Centers	Proposed Zoning Bldgs. w/ >50,000 SF GFA	Proposed Zoning Bldgs. w/ <50,000 SF GFA
Front Yd. Setback from ROW	100'	125'	50'	25'
Buffer measured from ROW	50'	50'	25'	15'
Scenic Corridor (§506B)	Max 200' from CL w/ exc.	Max 200' from CL w/ exc.	N/A	N/A
Where there exists more than 75' of green space in the State right-of-way between the existing highway edge of pavement and the front property line, the front yard setback and buffer dimensions above may be reduced by 20%.				

- 2) Amend §506.A.2 to read, “For all non-residential uses, a minimum of half (½) the width of a required buffer shall be landscaped to filter views to parking and screen storage areas. No stormwater management facilities may be located within the required landscaped portion of the buffer.”⁴
- 3) Remove buffer standards from the ordinance that are located in individual zone districts. Deviations from buffer width should be by variance approval, deviations from buffer planting should be granted by design waiver.
- 4) Remove the HC-1, HC-2 and HM Zones from the listed zones in the Scenic Corridor provisions (§506.B).
- 5) Reinforce prohibition of unauthorized encroachments into the Route 70 right-of-way by all signs, structures, vehicle parking, material(s), and the like.
- 6) Design uniform streetscape improvements, connections, and amenities for the Route 70 corridor. Modified bicycle and pedestrian connections, beautification and enforcement of right-of-way encroachment remain critical to the success of the corridor.

⁴ The section currently reads: “§506.A.2. For all non-residential uses, a minimum of one-half (1/2) the width of a required buffer shall be designed, planted, graded, landscaped and developed to obscure [emphasis added] the activities of the site. No drainage basin shall be located within the required landscaped portion of the buffer area.”

C. Permitted & Conditional Uses

The Planning Board believes that the current permitted uses in the HC and HM Zones should be updated and modified to encourage investment in the corridor. As the ordinance is currently written, neither new shopping centers nor fast food restaurants are expressly permitted in the Route 70 corridor. Potential impacts can be mitigated through the adoption of supplemental zoning standards. With respect to shopping centers, there is also an issue with the ordinance provision which allows expansions to shopping centers existing as of January 1, 2004:

“§410 A-11 Shopping Centers comprised of any of the above retail sales of goods and services and offices: provided said use existing as of January 1, 2004. The redevelopment or renovation of existing shopping centers shall constitute a permitted use.”

The case law is clear that any expansion of an existing nonconforming use would require a use variance to be obtained from the Zoning Board (see *Avalon Home & Land Owners v. Bor. Of Avalon*, 111 N.J. (1988)), and cannot be permitted to expand by ordinance. If expansions can only be approved via use variance, the municipality places an obstruction to site redevelopment and encourages disinvestment. In the event of a more than “partial destruction,” use variance approval would also be required (N.J.S.A. 40:55D-68). Also, no rational basis for a ban on shopping centers has been established, provided the site standards can be met.

Single-family residential units on septic are currently permitted in the HC-2 Zone, and second floor residential apartments are permitted in both the HC and HM Zones. There is one existing house in the HC-2 Zone, and no second floor apartments. These uses are no longer recommended in the corridor, and as such, the existing houses should be re-zoned consistent with adjacent zones that do permit single-family residential uses.

A number of age-restricted residential-type uses are permitted in the HM Zone such as continuing care retirement communities, clustered age-restricted housing, and assisted living facilities. The more institutional uses of continuing care retirement communities and Assisted Living Facilities are consistent with the proposed zone standards however; age-restricted housing is not consistent with the industrial overlay uses.

Recommendations:

- 1) Clarify, add or amend definitions for principal use, accessory use, and conditional use so that they conform to standard planning practice.
- 2) Develop clear lists of permitted and conditionally permitted uses in the HC and HM Zones as well as clear definitions for uses as appropriate.

- 3) The Conditional Use standards for Shopping Center (§602) should be amended to remove the condition that the use must have existed since 2004. Additional modifications to bulk standards are included in this report.
- 4) Fast food is a permitted Conditional Use in the HC and HM Zones. Fast food uses are often controlled in this way due to perceived nuisances including litter, noise, traffic, air pollution, and odors; and to reduce perceived negative visual and noise impacts, pedestrian safety; congestion, and air and environmental quality emanating from drive through service. It is recommended that §602 be amended to remove the condition that the use have existed since 2004. Amending conditional use standards may mitigate these identified impacts and should include the following:
 - a. Provide direct access to the state highway,
 - b. Provide the minimum required zone lot width or frontage along the state highway, and
 - c. Require a minimum setback of 500 feet from any public or private school, and any residential use or residentially zoned land.
- 5) Several self-storage facilities have applied for and secured use variances from the Zoning Board to be located in the HM and HC Zones. Based upon the three variances that have been granted the Board believes self storage should be conditionally permitted in the HC and HM Zones with the following standards:
 - a. Outdoor storage of boats, recreational vehicles and trucks shall occur within the permitted building envelop in an area indicated on an approved site plan, and shall be fully buffered and not located between the building and the street;
 - b. One residential caretaker unit shall be permitted;
 - c. Truck or trailer rental shall be permitted as an accessory, provided it is limited to 2 trucks, which shall be stored on designated paved surface, not located in the right-of-way, or any required buffer areas, required parking space, or any required yard area.
- 6) Automobile and truck rental or leasing is currently taking place on several sites in town including a self storage facility, an autobody shop, a major repair shop, a minor repair shop and a car wash.
 - a. The use of truck rental for moving or delivery should be limited as a permitted accessory use to personal and self storage; building materials and supplies; and home improvement and hardware stores related uses as part of site plan approval, provided the rental or leasing use is primarily intended for customers of the principal use.
 - b. Passenger automobile rental or leasing should be limited as a permitted accessory use to new car dealers, major automobile repair and autobody shops, as part of site plan approval, and it must be demonstrated that the use is primarily intended for customers of the principal use.
 - c. No additional street identifying signage related to the accessory uses as identified should be permitted. However, window signs for identification purposes are acceptable, as permitted by ordinance.
- 7) Conditional use standards are recommended for General Contractors, Special Trade Contractors and Landscape Contractors:

- a. Shall be permitted on sites 10 acres or more in size;
 - b. Shall pave all circulation areas as designated on an approved site plan;
 - c. No equipment shall be stored out of doors;
 - d. Shall be permitted outdoor storage of materials which does not exceed the permitted height of accessory structures as designated on an approved site plan.
 - e. All outdoor materials storage shall be fully screened from view through the use of buffers.
- 8) All permitted uses in the HM and HC Zones should be listed in the respective section, rather than referring to the uses permitted in the CC Zone (i.e., §410 A-8 refers to uses listed in §411 A.).
- 9) A GMN-AR overlay zone is recommended on Block 403, Lot 2, an existing farm, to permit opportunities for senior housing at the rear of lots where commercial development may be infeasible due to the presence of freshwater wetlands along Route 70, such as west of Hartford Road (see Recommendations Exhibit for locations). This portion of the community has historically developed in this way and it is perceived that the permitted uses as described may create nuisance issues for adjacent residential developments.
- 10) There are several sites in the study area which contain light manufacturing uses, however light manufacturing is not a permitted use in either the HC or HM Zones. A Planned Industrial overlay is recommended for these sites to encourage continued site viability and improvement when necessary (see Recommendations Exhibit for locations). The existing Planned Industrial zone standards will apply in the overlay zones.

Table – Planned Industrial Overlay Zone Sites

Block/Lot	Ex. Land Use
905/3.01	Del-Vel Chemical (fmr. Haddon House)
4103/7.01	Regal Pinnacle
4103/7.02	Windows & doors mfg.
401/9.03	Industrial Park
401/9.02	Farm

- 11) The following list of existing and proposed permitted uses seeks to update outdated uses in the zones, clarify permitted uses and expand use opportunities in the area. Items with ~~strike throughs~~ are proposed for removal and items in ***bold italics*** are proposed for addition.

Table – Existing & Proposed Permitted Uses in HC & HM Zones

USE CATEGORIES	ZONE		
	HC-1 & -2	HM	Industrial Overlay
Motels or hotels	P	--	
Automobile sales through franchised new car dealers	P	--	-
Newspaper or job printing establishments	P	--	-
Telephone exchanges	P	-	
Fire stations	P	-	-
Public garages if the storage of vehicles does not occur for a period longer than 48 hours	P	--	-
Service stations and repair garages (§525) (outdated term, see Auto service and repair, below)	P	--	
Indoor & outdoor recreation uses incl. health spas, gyms, tennis & racquetball courts & similar uses (outdated term, see Sport and recreation instruction and Instructional studio and centers, below)	P	P	
Clubs or lodges organized for fraternal or social purposes	P	P	
Funeral homes	P	P	-
Convalescent facilities and medical centers (outdated term, see Nursing care facility, below)	P	P	
General offices and office buildings	P	P	-
Medical and professional offices	P	P	-
Child care centers, nursery and pre-schools	C	C	-
Residential flats (2nd floor)	P	P	
Public utilities (§602)	C	C	-
Philanthropic or eleemosynary (charitable) uses (§602)	C	C	-
Quasi-public and recreational buildings (§602)	C	C	-
Private educational service centers (outdated term, see Instructional studio and centers, below)	P	P	
Places of worship (§602)	C	C	-

USE CATEGORIES	ZONE		
	HC-1 & -2	HM	Industrial Overlay
Car washes (§602)	C	C	
Fast food (§602)	C	C	-
Shops and stores for retail sales	P	P	-
Garden marts (redundant, see Commercial nursery and home improvement stores, below)	P	P	
Hardware service (outdated term, see home improvement and hardware stores, below)	P	P	
Food service establishments	P	P	-
Banks, including drive-in facilities (outdated term, see Financial institutions, below)	P	P	
Personal service shops except massage parlors, tattoo parlors and body piercing facilities	P	P	-
General service or repair shops	P	P	-
Shopping Centers existing as of 1/1/2004	P	--	
All AR Zone uses:	P	--	-
Single-family res. On septic	P (HC 2 only)	P	-
Agriculture, horticulture & forestry (§203)	P	<u>P</u>	=
Senior citizen planned developments (§608.D)	P (HC 2 only)	--	-
Commercial nursery	--	P	-
Landscape contracting (at least 10 ac.)	--	C	-
Continuing Care Retirement Communities (outside Pinelands area) (§410B.J)	--	P	-
Clustered age restricted housing (outside Pinelands area) (§410B.K)	--	P	
Assisted living housing projects (§410B.L)	--	P	-
Adult day care center	<u>P</u>	<u>P</u>	=
Auto service and repair (§525)	<u>P</u>	<u>P</u>	=
Automobile wash facility	C	C	-
Body shops for automotive vehicles and trucks	<u>P</u>	<u>P</u>	=
Building materials and garden equipment and supplies stores	<u>P</u>	<u>P</u>	=
Business services including copy shops, cleaning services, computer repair	<u>P</u>	<u>P</u>	=
Computer software development	P	P	-
Convenience stores	<u>P</u>	<u>P</u>	=
Distribution facility	-	-	P

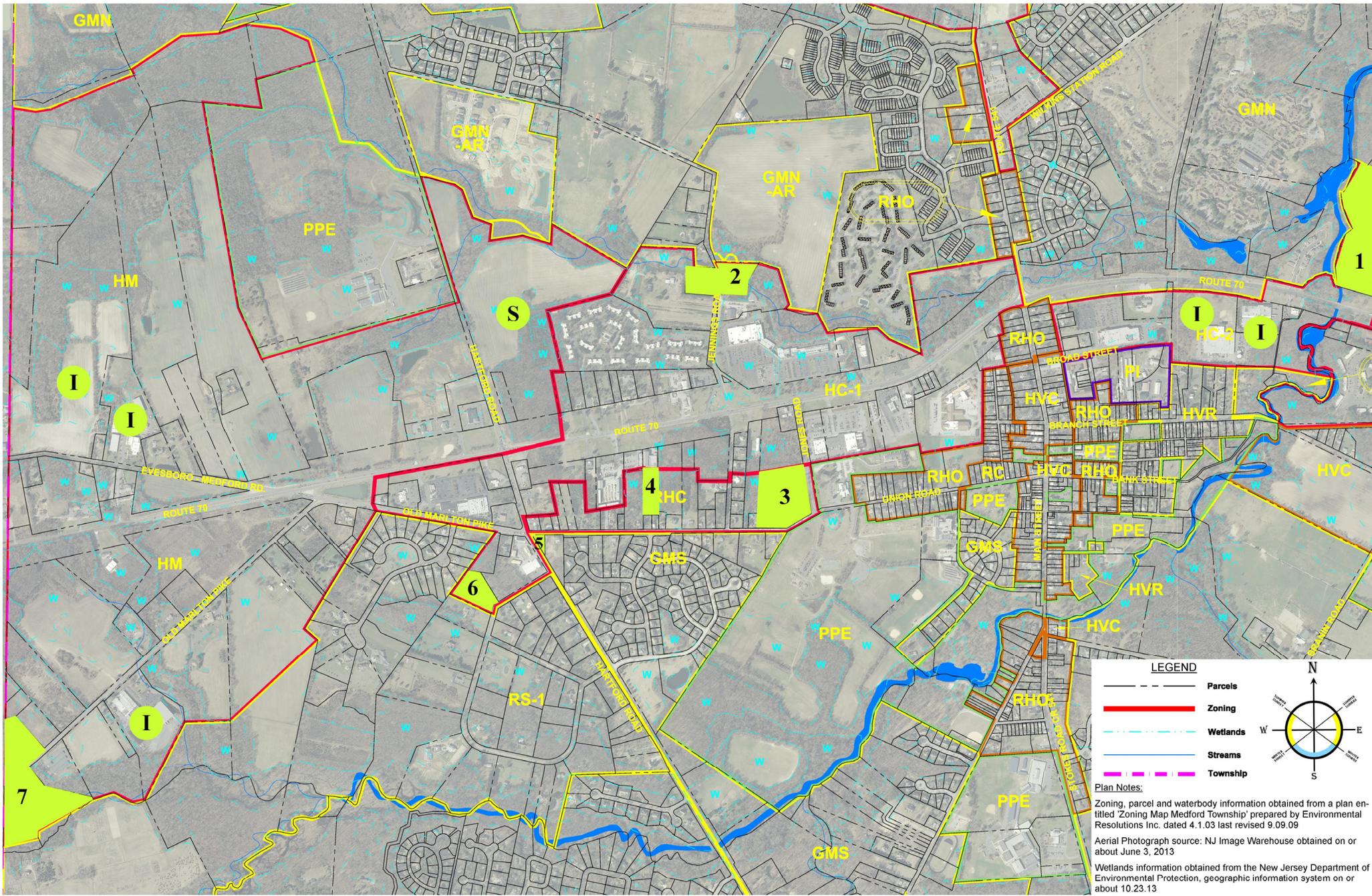
USE CATEGORIES	ZONE		
	HC-1 & -2	HM	Industrial Overlay
<i>Drinking places with live entertainment</i>	<u>P</u>	<u>P</u>	-
<i>Dry goods, clothing and accessories stores</i>	<u>P</u>	<u>P</u>	-
<i>Emergency care facilities</i>	<u>P</u>	<u>P</u>	-
<i>Farm Stands and Farmer's Markets</i>	<u>P</u>	<u>P</u>	-
<i>Financial institutions, except pawn shops, check cashing and consumer loans</i>	<u>P</u>	<u>P</u>	-
<i>Flooring wholesale and retail sales, installation and repair</i>	<u>P</u>	<u>P</u>	-
<i>Food, beverage and liquor stores</i>	<u>P</u>	<u>P</u>	-
<i>Furniture and Cabinet Making</i>	-	-	<u>P</u>
<i>Gasoline service stations including convenience stores</i>	<u>P</u>	<u>P</u>	-
<i>General and special trade contractors offices and shops (not including landscape, site or excavation contracting)</i>	-	-	<u>C</u>
<i>Home improvement and hardware stores</i>	<u>P</u>	<u>P</u>	-
<i>Instructional studios and centers</i>	<u>P</u>	<u>P</u>	-
<i>Manufacture, fabrication and assembly of products</i>	-	-	<u>P</u>
<i>Media Production Facilities</i>	<u>P</u>	<u>P</u>	-
<i>Misc. equipment rental and leasing except heavy construction and transportation equipment</i>	<u>P</u>	<u>P</u>	
<i>Motion-picture theater (not drive-in or adult)</i>	<u>P</u>	<u>P</u>	
<i>Museums and art galleries</i>	<u>P</u>	<u>P</u>	
<i>Nursing care facilities</i>	<u>P</u>	<u>P</u>	
<i>Packaging of Products</i>	-	-	<u>P</u>
<i>Live Performing Arts and Art exhibitions (not adult)</i>	<u>P</u>	<u>P</u>	
<i>Physical fitness facilities</i>	<u>P</u>	<u>P</u>	
<i>Private Recreation such as Bowling alleys and indoor ice skating rinks</i>	<u>P</u>	<u>P</u>	
<i>Research, development and testing; scientific laboratories</i>	-	-	<u>P</u>
<i>Self-storage facilities</i>	<u>C</u>	<u>C</u>	
<i>Shopping center</i>	<u>P</u>	<u>P</u>	
<i>Sport and recreation instruction except outdoor camps or spectator sports & games</i>	<u>P</u>	<u>P</u>	
<i>Tradesman and Artisan Shops, offices and showrooms</i>	<u>P</u>	<u>P</u>	
<i>Veterinarian services</i>	<u>P</u>	<u>P</u>	

USE CATEGORIES	ZONE		
	HC-1 & -2	HM	Industrial Overlay
<i>Vocational and technical schools & training</i>	<i>P</i>	<i>P</i>	
<i>Warehouses</i>	=	=	<i>P</i>
<i>Wholesale trade</i>	=	=	<i>P</i>
<i>Accredited or Licensed (NJ) Ambulatory Surgical Center</i>	<i>P</i>	<i>P</i>	
P = Principal permitted use. C = Conditional use.			

12) The following properties should be re-zoned to correct non-conformities or to implement recommendations contained elsewhere in this report (see Recommendations Exhibit for locations):

Table – Sites Recommended for Re-zoning

Map ID	Block/Lot	Current Zone	Proposed Zone	Ex. Land Use
1.	806/5, 7-12, 14, 15.01-15.03	HC-2	GMN	Residential
2.	403/18.02 & 404/32	HC-1	GMN	Residential
3.	903.02/ 26.01 & 26.05	RHC	HC-1	Medical Office/ Twp.-owned
4.	903.01/Rear half 13.02	RHC	HC-1	Com & vac.
5.	906.02/22	GMS	RHC	Goodwill Donation Center
6.	1001/6	HC-1	RS-1	Residential
7.	905/1.01, 1.03, 1.04; 901/1.01 (consolidated lots)	HM	RS-1	Residential



Route 70 Corridor Study

Medford Township, Burlington County, New Jersey

Recommendations
June 19, 2014

Prepared by:
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taylor design group

D. Site Plan Procedures

The site plan procedures section of the ordinance at §802.B has exempted certain types of development from site plan approval by the Board. The ordinance as written exempts façade modifications and any construction less than 2,500 SF. This has led to buildings that do not comply with the Community Design Standards for Commercial uses and proliferation of a number of small shed-like buildings on commercial properties. The ordinance should be clarified as to which improvements could remain exempt from site plan approval, and/ or which may be handled administratively by the Board's professionals or Township staff.

Recommendations:

- 1) Exemptions from site plan approval should be further clarified at §802.B to exempt:
 - a. Construction, additions, or alterations related to single-family or two-family detached dwellings or their accessory structures on individual lots.
 - b. Replacement of accessory mechanical equipment, whose operation and location conforms to the design and performance standards of this chapter, and whose installation is on a site already occupied by an active principal use for which site plan approval is not otherwise required.
 - c. Sign(s) to be installed on a site already occupied by a principal use for which site plan approval is not otherwise required and provided such sign(s) conform to the applicable design and zoning district regulations of this chapter.
 - d. Consolidation of property and conveyances so as to combine existing lots, which are not considered to be subdivisions in accordance with the definition of "subdivision" herein.
- 2) The definition of Change of Use should be amended to read as follows: "An alteration in the use of a building or property heretofore existing to a different category of non-residential use."
- 3) "Minor Site Plan" should be refined to include the following:
 - a. Reconstruction, alteration, or restoration of a building or structure.
 - b. The addition of non-residential accessory structures or buildings (excluding principal buildings) and site improvements to a developed property, provided the structures and improvements are incidental and accessory to the principal use of the property and the structures or buildings do not exceed 250 square feet of gross floor area.

E. Additional Changes Recommended

The following additional changes are recommended for the master plan and development regulations:

- 1) The Land Use Plan Element of the Master Plan should be reviewed on a Township-wide scale and amended as appropriate.
- 2) The Land Development Ordinance should be codified to incorporate all Land Development Ordinances from 2009 to the present. Codification will provide ease of use by residents, developers, property owners, tenants, Boards and administrative staff.

- 3) The Community Design Guidelines are overly broad in sections and should be amended to provide further specificity and clarity. The guidelines require a comprehensive review and revision.
- 4) Parking and loading total number of spaces requirements by use are currently enumerated under each Zone District section and reprinted repeatedly with every non-residential zoning district. The minimum required parking and loading areas should be located in its own section at §520, and entitled Off Street Parking, Loading Areas, and Driveways.
- 5) A note to the schedules in the HC and HM Zones gives a Floor Area Ratio bonus to uses on separate lots sharing a driveway. This is a positive clause; however any multiple uses which share driveways such as commercial shopping centers, office parks or industrial parks should be granted the same benefits for shared driveway configurations.
- 6) Zoning standards should be amended for clothing bins to limit the number of bins and regulate location on sites, i.e., not in a front yard or required buffer, and not in a parking space required by ordinance. Design Guidelines should be applied to these types of uses.

VIII. Recommendations Concerning the Incorporation of Redevelopment Plans Adopted

Finally, the Municipal Land Use Law requires that the Reexamination Report address the following:

- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the ‘Local Redevelopment and Housing Law,’ P.L. 1992, c. 79 (C. 40A:12A-1), into the land use element of the municipal master plan and recommend changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

Since the adoption of the last reexamination report, several redevelopment plans have been adopted, however they are located beyond the limits of the Route 70 study area. No new redevelopment or rehabilitation plans are recommended within the Route 70 corridor study area.

Recommendation:

Identify the Redevelopment Areas on the Zoning Map as required.

IX. Appendices

A. Master Plan Document List (as of March 31, 2014)

Year Published	Title of Document
2012	<u>DRAFT: Medford Township: 2012 Community Design and Sustainability Master Plan Element, December 6, 2011</u>
2011	<u>2011 Master Plan Reexamination Report Update, Alaimo Group, October 26, 2011.</u>
2010	<u>Medford Township: Open Space and Recreation Plan Master Plan Element, Alaimo Group, 2010.</u>
2008	<u>Medford Township 2008 Master Plan Reexamination Report and Land Use Plan Amendment. Medford Township Planning Board, September 12, 2008.</u>
2005	<u>Medford Township: Stormwater Pollution Prevention Plan and Municipal Stormwater Management Plan, ERI, April 16, 2005</u>
2004	<u>Housing Plan Element and Fair Share Plan Amendment, Township of Medford Staff, November 24, 2004.</u>
2004	<u>Land Use Plan Amendment, Township of Medford Staff, November 24, 2004</u>
2003	<u>Township of Medford: Land Use Plan Amendment in Regard to Cherry Street in Medford Village Reclassification of a A HC-1 as RHO, Medford Township Staff, September 24, 2003</u>
2002	<u>Master Plan Reexamination Report, Alaimo Group, July 23, 2002</u>
2001	<u>Medford Township Master Plan: Community Design Element, Alaimo Group, January 24, 2001.</u>
2001	<u>Master Plan Land Use Plan Amendment: Highway Commercial - 1 and 2 Districts and Proposed Restricted Highway Commercial District, Medford Township Staff, December 4, 2000.</u>
1999	<u>Township of Medford Master Plan Farmland Preservation Plan Addendum to Conservation Plan Element, Coppola & Coppola, August 1999.</u>
1997	<u>Township of Medford Master Plan: Housing Element and Fair Share Plan, Coppola & Coppola, April 1997.</u>
1997	<u>Township of Medford: Data and Revisions Regarding the GMN Overlay Zone Housing Plan Element and Fair Share Plan, Coppola & Coppola, September 1997.</u>
1996	<u>Medford Township Master Plan: Land Use Plan Periodic Reexamination and Update Report, Coppola & Coppola Associates July 22, 1996.</u>
1995	<u>Township of Medford Master Plan: Traffic Circulation Plan Element, Coppola & Coppola, March 1995</u>
1994	<u>Township of Medford Master Plan: Combined Recreation & Conservation Plan Elements, Coppola & Coppola, November 1994</u>
1992	<u>Township of Medford Fair Share Plan Supplement to Medford Township Housing Plan Element, Not credited, November 1992.</u>

Year Published	Title of Document
1991	<u>Master Plan Housing Element</u> , Coppola & Coppola Associates, September 1991
1990	<u>Medford Township Master Plan: Land Use Update (without addendums I-IX & as Amended June 22, 1992 and August 23, 1993 with Related Resolutions and Memoranda)</u> , Coppola & Coppola Associates, 1990.
1989	<u>Re-examination of the Master Plan of Medford Township</u> , Ian McHarg and Jonathan Berer, Ph.D., University of Pennsylvania, Phila., PA 1989
1985	<u>Circulation Plan Element for Medford Township</u> , Thomas J. Scangarello & Assoc., December 1985.
1982	<u>Medford Township Master Plan, Land Use Element</u> , Medford Township Department of Planning and Enforcement, 1982
1975	<u>Medford Township Master Plan</u> , Thomas J Scangarello and Medford Township Planning Board, 1975 - Series of Natural Resource Inventory, Commercial Facilities, Community Facilities,
1974	<u>Performance Requirements for the Maintenance of Social Values Represented by the Natural Environment of Medford Township</u> , NJ, Center for Ecological Research in Planning and Design, Department of Landscape Architecture and Regional Planning, University of Pennsylvania, Philadelphia, PA Principal Investigator: Ian L. McHarg, Deputy Principal Investigator:Nasendra Juneja, 1974.
1974	<u>An Ecological Planning Study of Medford Township</u> , NJ Technical Reports Volumes I, II, III, and IV. Center for Ecological Research in Planning and Design, Department of Landscape Architecture and Regional Planning, University of Pennsylvania, Philadelphia, PA Principal Investigator: Ian L. McHarg, Deputy Principal Investigator:Nasendra Juneja, 1974.
1974	<u>A Legislative Program for Environmental Protection and Planning for Medford Township</u> , Arthur Palmer, Esq., and General E. Haughey, Esq., 1974.
1974	<u>Open Space Analysis for Medford Township</u> , Department of Landscape Architecture and Regional Planning, University of Pennsylvania, Philadelphia, PA, 1974.
1974	<u>Medford Open Space Analysis Part II: Growth Strategies for Open Space Acquisition</u> , Department of Landscape Architecture and Regional Planning, University of Pennsylvania, Philadelphia, 1974.
1973	<u>Economic Implications of Preserving Ecologically Valuable Land in Medford, New Jersey</u> , David Berry and Robert E. Coughlin, 1973

B. Summaries of Route 70 Corridor Planning in Prior Documents

Route 70 Corridor Smart Growth Plan, Study & Recommendations (revised February 20, 2004)

- At the time of this study the average Gross Leasable Area of the 43 sites surveyed was 22,516 SF and the median was 6,000 SF. The projected build-out at an FAR of 0.25 including existing commercial development and outstanding approvals totaled almost 4.7 million square feet of commercial space.
- The plan relays information about an NJDOT study of Route 70 from N Maple Avenue in Evesham to the Red Lion Circle in Southampton. The study found that all segments failed due to capacity issues from Greenbrook Drive in Evesham to the Red Lion Circle except for a segment from Jennings Road to Medford Leas. The plan goes on to discuss that a primary issue facing Medford is how to best plan and zone for the corridor which is failing and projected to worsen prior to any improvement. The plan goes on to describe that the vehicle trips per day could increase to 5,000 and up to 13,000 per day.
- The plan performs an analysis of the region comparing land use and commercial space in Evesham, Mt. Laurel, Medford and Southampton. The plan concludes that Evesham has a regional shopping focus where Medford has a local commercial focus and suggests it is shortsighted for both communities to provide regional shopping.
- The plan characterizes soil constraints, wetlands, surface water, cultural resources, and wildlife, and concludes that the zoning framework must not allow development densities and concentrations that will jeopardize the environmentally sensitive areas along the Route 70 Corridor.
- Conclusions and Recommendations:
 - Zone for Smart Growth accommodating managed highway uses appropriate for the area's position on the suburban fringe.
 - Downzone to reduce traffic congestion.
 - A "Managed Highway" District recommended with standards.
 - Support for aging population in the form of housing and alternative living arrangements.
 - Environmental Constraints suggest that lot coverage and FAR should be examined.
 - Scenic Corridors §506 should include the HM and HC Zones.

Final Report of the Route 70 Ad Hoc Study Committee (February 11, 2005)

The Ad Hoc Committee's study objective was to articulate a vision of the Route 70 Corridor in Medford and make recommendations to realize that vision. The vision articulated included:

- The Route 70 Corridor should be improved and developed as a distinctive gateway to the community and region.
- The corridor should complement the Village rather than detract from it.

- The corridor should integrate and knit together rather than divide the community.
- The corridor should include multiple uses, be people and pedestrian friendly and be developed at a human scale that draws people to its amenities, rather than driving them away.
- The corridor should take on a unique character appropriate to Medford, rather than typical, haphazard and characterless strip development.

2008 Master Plan Reexamination Report and Land Use Plan Amendment (September 12, 2008)

- The report characterizes the creation of the Highway Management Zone and refers to the 2002 Master Plan Reexamination and the 2004 Route 70 Corridor Smart Growth Plan, Study & Recommendations. The report recommends expanding opportunities in the HM District and suggests reversion back to the HC-1 District Standards as they may be revised to reflect current market trends. Additionally it cites the Route 70 Ad Hoc Committee Report dated February 11, 2005 and its efforts to improve and develop the corridor consistent with Smart Growth principles and as a gateway to the community.

Medford Township Master Plan Land Use Element (1982)

- Page 54 suggests amending the ordinance to establish a Business Development Zone which permits planned commercial, industrial and residential development.
- Identified issue with Section 2 which extends from Hartford Road to Route 541, “A major objective of the Route 70 Guidelines is the prevention of a jumbled, potentially incompatible mix of uses such as that which has begun to occur in BDZ Section 2.”

Guidelines for the Route 70 Corridor (June 1987)

- Goals included enhancing the visual character, establishing design standards, protect natural resources and avoiding strip commercial development by promoting planned development and mixed uses. There was considerable discussion on providing for smooth flow of traffic, alleviation of congestion and promotion of a unified approach to safety.
- The plan notes that the New Jersey State Highway Route 70 right-of-way width varies ranging from 116 to 520 linear feet wide. At that time, the plan accepted that the state would ultimately improve Route 70 in Medford into a six lane divided highway. Including bike lanes, median, shoulders and travel lanes those improvements were anticipated to be 180 feet wide.
- This plan appears to have made several positive changes to the ordinance including giving bonuses to uses fronting that highway that shared access to the highway thereby reducing the number of curb cuts.
- The plan discusses at length the surface water surrounding Route 70 including the Southwest Branch of the Rancocas Creek, Haynes Run, and Sharps Run. These areas of surface water provide scenic views and open space as one travels on Route 70. There are other notable discussions about vegetation, soils, wastewater and stormwater management in the plan.

- The plan assumes that the Pinelands’ legislation will force development along Route 70. Medford is cited as the “last oasis” before the Pinelands and ultimately shore points. As Pinelands is located south of Route 70, the plan notes that this will restrict development south of the corridor more than that of the north side.
- The plan goes on to discuss changes to the Philadelphia Metropolitan region and suggests that most development in Medford along Route 70 has occurred in the western portion near the intersection with County Route 541 and Evesham Township.
- The population projections noted in the study by Burlington County are very high suggesting an increase of 33,600 persons by 2000. (The actual population in 2000 was 22,253 and in 2010 23,033).
- The plan makes several statements about commercial growth and type. Citing that commercial growth will largely be local retail and service not regional shopping; commercial and industrial needs will likely be met elsewhere because of superior highway access. The plan suggests that Routes 206 and 70 will begin to experience regional growth pressures after the year 2000.
- The plan anticipated major improvements to the Route 70 Highway corridor which are not currently planned or designed.

Township of Medford Land Use Plan Update (1990)

- Proposed to remove permitted residential uses from BDZ and limit permitted uses to retail and office commercial, research facilities, and limited light manufacturing uses.
- In newly named Community Commercial District require that no building exceed 20,000 SF GFA.
- May 1992 map amendment removes BDZ 1-4 and creates HC-1 and HC-2.

Master Plan Reexamination Report (July 23, 2002)

- The report recommends a review of the HC Districts to evaluate the effects of the build-out of commercial space as currently permitted.
- The report details two build-out scenarios including several for commercial space both north and south of Route 70 for the entire Township. The first scenario anticipates a total of 1.85 million square feet of commercial development is anticipated with septic service; and approximately 2.5 million square feet of commercial development is anticipated with sewer service. The second scenario anticipates 2.5 million square feet and 3.2 million square feet of commercial buildings for septic and sewer service respectively.

C. Property Owners List

Route 70 Corridor Study Property Owners List

Block	Lot	Property Location	Property Class	Use	Owner's Name	Zone	Acreage
401	8	150 SHARP ROAD - REAR	1	Vacant land	ELLIS, IRVING I & REBA P	HM	11.1
401	14.01	133 ROUTE 70	1	Vacant land	GALLOWAY VILLAGE SQUARE LLC %RAGAN	HM	18.687
401	9.01	20 EVESBORO-MEDFORD ROAD	2	House	READER, JENNIFER L	HM	0.75
401	11	14 EVESBORO-MEDFORD ROAD	2	House	HARRIETT, ROBERT J & VIRGINIA	HM	2.3
401	12	12 EVESBORO-MEDFORD ROAD	2	House	HARRIETT, JOYCE T	HM	2.8
401	15	4 EVESBORO-MEDFORD ROAD	2	House	LAFFERTY, THOMAS A & ADELAIDE F	HM	2
401	10.04	6 EVESBORO-MEDFORD ROAD	3A	Farm house	HARRIETT-CROSBY, BONNIE&CROSBY, J	HM	1
401	3	CHURCH ROAD	3B	Farm	STEWART HOLDING CORPORATION	HM	50.5
401	6	HARTFORD RD & ROUTE 70	3B	Farm	TOFAMO LAND CORP % HAWTHORNE	HM	19.36
401	7	SHARP ROAD	3B	Farm	KRYSTA ENTERPRISES LLC	HM	31.74
401	9.02	EVESBORO-MEDFORD ROAD	3B	Farm & farm house	MEDFORD EVESBORO LLC	HM	56.54
401	10.01	2 EVESBORO-MEDFORD ROAD	3B	Farm	LAFFERTY, ADELAIDE F&CRAIG-TRUSTEES	HM	49.65
401	10.02	10 EVESBORO-MEDFORD ROAD	3B	Farm	HARRIETT, ANN K & ETALS % ANN	HM	37.93
401	10.03	8 EVESBORO-MEDFORD ROAD	3B	Farm	HARRIETT, ANN & HILL, WILLIAM JR	HM	6.15
401	10.04	6 EVESBORO-MEDFORD ROAD	3B	Farm	HARRIETT-CROSBY, BONNIE&CROSBY, J	HM	5.1509
401	13.01	ROUTE 70	3B	Farm	TOFAMO LAND CORP % HAWTHORNE	HM	36.08
401	14.02	137 ROUTE 70	4A	CVS pharmacy	HARTFORD SQ LLC%CVS-STORE ACCTNG	HM	2.022
401	14.03	131 ROUTE 70	4A	Columbia Bank, Escape Fitness	HARTFORD SQUARE ASSOCIATES LLC	HM	4.398
401	16.01	135 HARTFORD ROAD	4A	BOE offices	ONE 35 HARTFORD ROAD, LLC	HM	1.331
401	16.02	137 HARTFORD ROAD	4A	BOE offices	HARTFORD ROAD ASSOCIATES LLC	HM	1.615
401	9.03	16 EVESBORO-MEDFORD ROAD	4B	Medford Industrial Park (DONA, Jim Higgins Wood Flooring, Tripplett Dance, JS Precision Products, Memorial Fund)	MEDFORD INDUSTRIAL PARK PRTNRSHIP	HM	9.76
402	1	101 ROUTE 70	1	Vacant land	ARISTONE, CARMELA - TRUST	HM	2.949
402	4.01	107 ROUTE 70	1	Vacant land	MONEY GENORATING INC	HM	1.5
402	2.02	19 EVESBORO-MEDFORD ROAD	2	House	SHAPIRO, VLADIMIR	HM	1.3774
402	3	13 EVESBORO-MEDFORD ROAD	2	House	CURLONIS, RITA F	HM	0.43
402	2.01	105 ROUTE 70	3B	Nurse / farm	105 HOLDINGS LLC	HM	9.85
402	5	ROUTE 70	3B	Farm	BISIGNANO, ALBERT & JEANNE-TRUSTEE	HM	6.2
402	2.01	105 ROUTE 70	4A	Country Lane Nursery	105 HOLDINGS LLC	HM	1
402	4.02	109 ROUTE 70	4A	Amish Country Market	MONEY GENORATING INC	HM	1.5
403	8	153 ROUTE 70	2	House	HALDEE FARMS LLC	HC-1	1.4
403	11	159 ROUTE 70	2	House / astrologer	M2 PROPERTIES LLC	HC-1	1.2
403	12	161 ROUTE 70	2	House	GERMIC PROPERTIES LLC	HC-1	0.51
403	14	165 ROUTE 70	2	House	MURPHY, CHRISTOPHER &MURPHY,MAUREEN	HC-1	1.2
403	18.02	11 JENNINGS ROAD	2	House	PFLUGER, MICHAEL T	HC-1	1
403	18.01	JENNINGS ROAD	3B	Farm	PFLUGER, CHARLES W JR & FANNY L	HC-1	14
403	2	ROUTE 70	3B	Farm	TOFAMO LAND CORP % HAWTHORNE	HM	55.35
403	9	155 ROUTE 70	4A	Medical office	PULEO, NANCY A	HC-1	1.3
403	10	157 ROUTE 70	4A	Medical office	MEDFORD ASSOCIATES	HC-1	1.3085
403	13	163 ROUTE 70	4A	Dog groomer, contractor yard	M2 PROPERTIES LLC	HC-1	1.3

Route 70 Corridor Study Property Owners List

Block	Lot	Property Location	Property Class	Use	Owner's Name	Zone	Acreage
403	15	167 ROUTE 70	4A	Alenco Fence & Lumber, child care center	ALENCO PROPERTIES LLC	HC-1	1.7823
403	16.01	169 ROUTE 70	4A	Car wash	SHORE-THING REALTY LLC	HC-1	1.28
403	6	ROUTE 70 & JENNINGS ROAD	4C	Apartments	MEDFORD ASSOCIATES, LP	HC-1	23
404	32	12 JENNINGS ROAD	2	House	WHALEN, THOS R & BARBARA A	HC-1	2.4667
404	28.02	187 ROUTE 70	15F	Conservation land	NEW JERSEY CONSERVATION FOUNDATION	HC-1	4
404	28.01	101 MT HOLLY ROAD	4A	Funeral chapel	HOWEKI HOLDINGS LLC % H SHENBERG	HC-1	6.64
404	29.02	181 ROUTE 70	4A	Monro Muffler	FLETCHER, WALTER J & MARGARETTE	HC-1	1.2052
404	29.03	175 ROUTE 70	4A	Sharp's Run Plaza (Acme, Hollywood Tans, hibachi, oriental cuisine, pizza, Burger King, dance center, optical, Cash 4 Gold, Wells Fargo bank, Quest Diagnostics, Pack & Ship, dry cleaner, NJ MVC, 7 Deuce Sports, physical therapist, dentist, dollar store, liquor store, Twin Oaks office, shoe store, hair salon)	SHARPS RUN LLC	HC-1	22.783
404	29.04	10 JENNINGS ROAD	4A	Goddard Sch. child care, Yale Sch.	JENNINGS COMMON LLC % R RAGAN	HC-1	2.06
404	31	185 ROUTE 70	4A	Sushi, medical supply, collectibles	DEMEO, DAVID	HC-1	3.162
404	32	12 JENNINGS ROAD	2	House	WHALEN, THOS R & BARBARA A	HC-1	2.4667
806	5	16 HAYNES CREEK LANE	2	House	SERRITELLA, CHRISTINE	HC-2	1.9289
806	7	12 HAYNES CREEK LANE	2	House	SCHEIBNER, ALBIN E JR & CHARLENE	HC-2	1.15
806	8	10 HAYNES CREEK LANE	2	House	MOORE, SUZANNE M	HC-2	0.73
806	9	8 HAYNES CREEK LANE	2	House	PROUSE, HENRY III & JOAN C	HC-2	1.07
806	10	6 HAYNES CREEK LANE	2	House	CARLSON, RICHARD & CARA	HC-2	0.74
806	11	4 HAYNES CREEK LANE	2	House	MADDEN, KATHLEEN H	HC-2	0.5409
806	12	2 HAYNES CREEK LANE	2	House	LEUZZI, CHARLES & LISA M	HC-2	0.8115
806	14	1 HAYNES CREEK LANE	2	House	LOCKHART, GORDON N & ELIZ F	HC-2	2.66
806	15.01	15 HAYNES CREEK LANE	2	House	RICHARDS, BRADLEY Z	HC-2	2.5927
806	15.02	9 HAYNES CREEK LANE	2	House	PAGNOTTA, MICHAEL R & JUDITH A	HC-2	2
806	15.03	5 HAYNES CREEK LANE	2	House	DEMARCO, J GARFIELD %AR DEMARCO INC	HC-2	2
901	1.02	275 OLD MARLTON PIKE	1	Vacant land	ELMTREE INC	HM	9
901	1.03	1 TUSCAN WAY	1	Vacant land	AMBROSIA REAL ESTATE OF NJ LLC	HM	2.1539
901	1.04	3 TUSCAN WAY	1	Vacant land	AMBROSIA REAL ESTATE OF NJ LLC	HM	1.2886
901	1.05	5 TUSCAN WAY	1	Vacant land	AMBROSIA REAL ESTATE OF NJ LLC	HM	0.261
901	5.01	OLD MARLTON PIKE	1	Vacant land	BISIGNANO, ALBERT & PHYLLIS K	HM	3
901	1.01	285 OLD MARLTON PIKE	2	House	AMBROSIA REAL ESTATE OF NJ LLC	HM	2.385
901	3	245 OLD MARLTON PIKE	2	House	COOLAHAN, JEFFREY	HM	2.9
901	6	235 OLD MARLTON PIKE	2	House	BAUER, JOHN A & GENEVIEVE L	HM	2.8
901	5	ROUTE 70	15C	NJDOT	STATE OF NEW JERSEY - DOT	HM	23.056
901	2	100 ROUTE 70	3B	Farm	CAPITAL ASSET % I MILLER	HM	29.6

Route 70 Corridor Study Property Owners List

Block	Lot	Property Location	Property Class	Use	Owner's Name	Zone	Acreage
901	4	108 ROUTE 70	4A	Sam's auto care & Cobra construction	3100 ATLANTIC BRIGANTINE BLVD	HM	8
902	1.01	128 ROUTE 70	4A	Popeye's, Medford Plaza (yoga studio, Virtua medical office, dentist, NovaCare Rehab, Italian restaurant, dry cleaner, animal hospital, Family Eye Care, LabCorp, nail salon, podiatrist, Family MD, Army Career Center)	MEDFORD INVESTOR ASSOC % GB LTD	HC-1	11.1626
902	1.02	130 ROUTE 70	4A	Vacant bank building	INTER-BORO S&L %TD BANK TAX DEPT	HC-1	1.8368
902	1.03	122 ROUTE 70	4A	Medport Diner	BOK REALTY COMPANY	HC-1	2.2076
902	1.04	99 HARTFORD ROAD	4A	Sun Bank	MEDSUN BANK PROP %SUN NATIONAL BANK	HC-1	1.5255
902	2	120 ROUTE 70	4A	Vision center	KNIGHT, WAYNE L & WANDA	HC-1	0.409
903.01	23	ROUTE 70	1	Vacant land	GEORGAKLIS, CATHERINE	HC-1	4.7
903.01	27	156 ROUTE 70	1	Vacant land	GEORGAKLIS, CATHERINE	HC-1	0.8
903.01	17.01	ROUTE 70	1	Vacant land	BARON, ROBERT R	HC-1 & RHC	4.2
903.01	2	136 ROUTE 70	2	House	YU, WANG-YUEH-HSIU	HC-1	2.65
903.01	10.01	148 ROUTE 70	4A	DuBell Lumber & Kitchens	MEDFORD PROPERTIES	HC-1	7.81
903.01	10.02	142 ROUTE 70	4A	Allstate Insurance	ROTKOWITZ, JO ANN	HC-1	1.45
903.01	1.01	132 ROUTE 70	4A	Lukoil, Farmer's Insurance	BRANDT, SD&BLEZNAK,D&B % LUKOIL	HC-1 & RHC	4.431
903.02	26.02	172 ROUTE 70	1	Vacant land	INTERPRO ASSOCIATES % NUGENT, D	HC-1	4.52
903.02	23.01	9 CHESTER AVENUE	4A	Financial Group	CHESTER AVENUE MGMT LLC	HC-1	0.4627
903.02	23.04	11 CHESTER AVENUE	4A	AKRON Electrical	KRAENBRING, ARNOLD	HC-1	0.4627
903.02	26	103 OLD MARLTON PK - S123	4A	Medford Medical Center	MULTIPLE	RHC	5.5937
903.02	26.03	174 ROUTE 70	4A	Citgo gas & auto service	MATHOAN GAS 7 LLC	HC-1	1.06
903.02	28	168 ROUTE 70	4A	Main St. Chiropractic	MSC 13 PROPERTIES LLC	HC-1	0.47
903.02	24	170 ROUTE 70	4A	Ararat Carpet & Flooring	PHILIPPIANS 4:13 LLC	HC-1 & RHC	3.34
904	1	176-180 ROUTE 70	4A	Medford Center (Dunkin'/BR, pilates studio, Ed. Jones Invest., HAKS, legis. office, phys. therapy, Chinese rest., pizza, bike shop, dry cleaner, Future Fitness, surgery center)	MEDFORD CENTER ASSOCIATES	HC-1	8.8
904	2.01	186 ROUTE 70	4A	Medford Ford	TOLERICO, ANTHONY J & SANDRA J	HC-1	5
904	2.02	184 ROUTE 70	4A	Medford Ford	TOLERICO, ANTHONY J & SANDRA J	HC-1	1.26
904	3.01	188 ROUTE 70	4A	Medford Heating Oil	FOULK, STEVEN A & JILL - TRUSTEES	HC-1	1.15
904	3.02	190-194 ROUTE 70	4A	Animal hospital, cigar shop, Rita's	FRANK A PAGLIUSO CUSTOM BLDRS INC	HC-1	0.8269
904	3.05	ROUTE 70-REAR	4A	Medford Heating Oil	FOULK, STEVEN A & JILL - TRUSTEES	HC-1	0.14
905	1.03	278 OLD MARLTON PIKE	1	Vacant land	BRADLEY, CHRISTOPHER M & ALICE S	HM	3.4
905	1.04	OLD MARLTON PIKE	1	Vacant land		HM	3.53
905	10.02	OLD MARLTON PIKE	1	Vacant land	MEDFORD ENTERPRISES LLC %LACKLAND	HM	2.8
905	11	196 OLD MARLTON PIKE	1	Vacant land	MEDFORD ENTERPRISES LLC %LACKLAND	HM	1.1
905	1.01	276 OLD MARLTON PIKE	2	House	BRADLEY, CHRISTOPHER M & ALICE S	HM	3.3713

Route 70 Corridor Study Property Owners List

Block	Lot	Property Location	Property Class	Use	Owner's Name	Zone	Acreage
905	2	262 OLD MARLTON PIKE	2	House	GAZURIAN, GEORGE G	HM	1.26
905	6	220 OLD MARLTON PIKE	2	House	EKES, PATRICIA E	HM	4
905	7	214 OLD MARLTON PIKE	2	House	THOMAS, ROBERT D	HM	0.1859
905	8	210 OLD MARLTON PIKE	2	House	COSTILL, LAURENCE F & MARY B	HM	2.84
905	9	212 OLD MARLTON PIKE	2	House	TSM INVESTMENTS LLC %FLEX GROUP	HM	3.6
905	12	200 OLD MARLTON PIKE	2	House	CUDEMO, JOSEPH G	HM	0.6
905	5	230 OLD MARLTON PIKE	3A	Farm house	MARTER, JOSEPH L & CYRUS D III	HM	1
905	1.02	268-270 OLD MARLTON PIKE	3B	Farm	TASCHEK, RICHARD	HM	11.4
905	4	OLD MARLTON PIKE	3B	Church	COME ALIVE NEW TESTAMENT CHURCH	HM	16
905	5	230 OLD MARLTON PIKE	3B	Farm	MARTER, JOSEPH L & CYRUS D III	HM	47.8
905	1.05	272 OLD MARLTON PIKE	4A	Self-storage facility		HM	4
905	10.01	198 OLD MARLTON PIKE	4A	Vacant building	MEDFORD ENTERPRISES LLC %LACKLAND	HM	0.8804
905	3.01	250 OLD MARLTON PIKE	4B	Mfg.	HADDON HOUSE FOOD PRODUCTS INC	HM	12.9
1001	4.01	166 OLD MARLTON PIKE	2	House	MOLLOY, FRED G & ELIZABETH	HC-1	1.93
1001	6	16 COOPER-TOMLINSON RD	2	House	FORTE, MARIO & SHANNON	HC-1	3
1001	4.02	162 OLD MARLTON PIKE	4A	Charles Bruce salon & spa	162 OLD MARLTON PIKE LLC%MULBERGER	HC-1	0.7647
1001	5	87 HARTFORD ROAD	4A	Peter Lumber Co.	PETER LUMBER COMPANY	HC-1	5.46
1201	1.01	196 ROUTE 70	15B	St. Mary Church	ST MARY OF THE LAKES	HC-1	13.5
1201	1.02	ROUTE 70	15C	Twp. Medford	TOWNSHIP OF MEDFORD	HC-1	0.86
1201	1.03	1 FIREHOUSE LANE	15F	Union Fire Co.	UNION FIRE COMPANY	HC-1	0.774
1303	5	16 CHARLES STREET	1	Vacant land	PSE&G SERVICES -CORPORATE PROP DEPT	HC-2	0.5102
1303	1	6 CHARLES STREET	2	House	GRANT, WILSON T	HC-2	0.2103
1303	2	8 CHARLES STREET	2	House	SWEET, JACKIE III & ELIZABETH	HC-2	0.4017
1303	6	14 CHARLES STREET	15C	Twp. Medford	TOWNSHIP OF MEDFORD	HC-2	0.49
1303	3	208 ROUTE 70	4A	ShopRite	MEDFORD SUPERMARKET PROPERTIES LLC	HC-2	10.685
1303	4	212 ROUTE 70	4A	Indian Chief Tavern	CATANAKIS, GEORGE	HC-2	3.5
4103	6	236 ROUTE 70	2	House	LOOS, ROBERT A & LOVENIA W	HC-2	5.3
4103	7.01	220 ROUTE 70	4B	Regal Pinnacle Mfg.	REPP LLC	HC-2	17.0002
4103	7.02	230 ROUTE 70	4B	Windows & doors install & showroom	JANTEK INDUSTRIES	HC-2	3.963

D. Open Space and Farmland Acquisition

Medford Township Open Space & Farmland Acquisition		
Site	Acreage	Unrecognized Yield
<i>Permanently Preserved Open Space</i>		
Bende Park	28	7
Freedom Park (DiStefano)	119	37
Hartford Crossing	110	255
Camp Ockanickon	510	159
Sanctuary (Samost)	750	0
JCC Camp	114	26
Rancocas Conservancy	28	0
Still	10	0
Bunning	11	1
Eni (Pointe)	158	49
Eni (Branin Road)	164	2
Eni ("Whalen" Farm)	64	2
Subtotal	2,066	538
<i>Permanently Preserved Farmland</i>		
Stokelan/ Fieldstone	233	2,000
Johnson Farm	90	400
Jennings Farm	100	300
Gerber Farm	687	32
Indian Acres Tree Farm	134	27
Adams	50	8
Subtotal	1,294	2,767
Total to Date	3,360	3,305

A summary of open space/farmland purchases made or participated in by Medford Township, Burlington County, and State of New Jersey and the number of housing units that will not be built due to their purchase. The list was supplied by the Township of Medford and is current as of June, 2014.

E. Bicycle Network Plan Map (Township of Medford Bicycle Network Plan, 2002)

