

Redevelopment Plan Flying W



Township of Medford
Burlington County, New Jersey
March 15, 2021

Redevelopment Plan – Flying W Property

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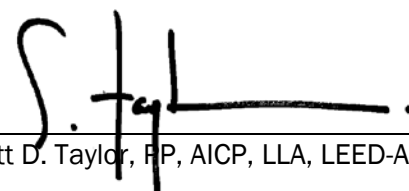
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Redevelopment Plan – Flying W Property

I. Introduction

The Township of Medford desires to redevelop the area commonly referred to as the Flying W property, Block 303, Lots 1, 3, & 4 and Block 301, Lot 5.01 (hereinafter referred to as “Flying W Redevelopment Area” or “FWRA”). The Township seeks to implement its Housing Plan and Land Use Plan by proposing an inclusionary affordable housing apartment development with age-restricted market rate residential single-family detached dwellings and townhouses; and affordable family rental apartments on the site.

The actual development on the Flying W property In Medford Township is planned to consist of 290 age-restricted market rate units plus 90 family rental affordable units for a total of 380 housing units, resulting in a 24% set aside. The 90-family rental affordable units are for very low, low, and moderate-income family households.

This plan seeks to accommodate the affordable housing needs for the municipality without the wholesale creation of inclusionary residential development with density bonuses elsewhere, which could degrade the environment, reduce tree cover, impact water courses, increase traffic, place an undue burden on the community, and negatively impact the Land Use Plan. The Township has determined that the most effective planning and implementation strategy to accomplish its housing and land use goals is the redevelopment process in accordance with State statute. The first step of that process was the designation of the subject site as an “Area in Need of Redevelopment” pursuant to the New Jersey Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (“LRHL”).

On January 17, 2017, the Medford Township Council authorized by Resolution #32-2017, as amended by Resolution #52-2017, on March 7, 2017, the Medford Planning Board to undertake an investigation to determine whether the Area is in Need of Redevelopment, Without Condemnation pursuant to the LRHL. The Determination of Need Report was prepared by the Planning Board for review at the public hearing held on March 22, 2017 and the Planning Board determined that multiple conditions of N.J.S.A. 40A:12A-5 were met and Resolution #15-2017 was adopted on April 26, 2017.

On May 16, 2017 by Resolution #97-2017 the Township Council designated the tract as an Area in Need of Redevelopment, Without Condemnation. A Redeveloper, the landowner, Cave Holdings – Flying W, L.L.C. or its designee, if approved by the Township, will be designated at the time of adoption of this Plan by the governing body. A Redevelopment Agreement will be required between the Township Council and the designated Redeveloper for Redevelopment, Without Condemnation of Block 303, Lots 1, 3, and 4 and Block 301, Lot 5.01.

This Redevelopment Plan has been prepared to develop standards to implement the “Flying W Medford Concept Plan”, by K2 Consulting Engineers., dated February 8, 2021, consisting of four (4) sheets with Taylor Design Group Inc., annotations. This Redevelopment Plan will provide a means by which the Planning Board can review development applications related

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to this area. This Plan has been prepared pursuant to the LRHL, N.J.S.A. 40A:12A-7 which provides, *“no redevelopment project shall be undertaken or carried out except in accordance with a Redevelopment Plan adopted by ordinance of the municipal governing body, upon its finding that the specifically delineated Redevelopment Area is located in an Area in Need of Redevelopment or in an area in need of rehabilitation, or in both...”*

Redevelopment Plan Preparation Process

This Redevelopment Plan has been prepared in accordance with the New Jersey Redevelopment and Housing Law (LRHL) N.J.S.A. 40A:12A et. seq. and will provide a mechanism for the orderly planning and redevelopment of the designated Redevelopment Area; and satisfy the Township’s obligation to provide a realistic opportunity for the Township’s regional share of affordable housing within Medford Township.

II. Statutory Requirements

This Redevelopment Plan will become the formal planning document for the Redevelopment of the Flying W Redevelopment Area. Per the LRHL, the Redevelopment Plan is required to include an outline for the planning, development, redevelopment, or rehabilitation area sufficient to indicate:

1. Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe, and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act,” P.L. 1985, c.398 (C52:18A-196 et. al.).
6. A housing inventory of all affordable housing units to be removed.
7. A plan for replacement of any affordable housing removed pursuant to the Redevelopment Plan.
8. Proposed locations for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.

III. Description of the Flying W Redevelopment Area

General Description

The study area is the 107-acre Flying W Area (Flying W) located at 60 Fostertown Road, partially located on and adjacent to Lumberton Township, and shown as Block 303, Lots 1, 3, and 4 and Block 301, Lot 5.01 on the Medford Township tax maps. On the west side of Fostertown Road (Block 301, Lot 5.01) the property contains approximately 1200 feet of frontage on Fostertown Road and abuts the abandoned railroad right-of-way. The parcels on the east side including Block 303, Lots 1, 3, and 4 contain over 3,500 feet of frontage on Fostertown Road and abut the Southwest Branch of the Rancocas Creek.

The portion of the Flying W Airport in Medford Township contains vacant lands available for event parking, storage buildings, hangars, office space, and part of the main runway. An entertainment area including a pool and temporary tent are also located in Medford Township. The 13,032 vacant square foot barn, 4,200 office building, and 7,190 and 3,360 square foot hangars were constructed from 1967 to 1969. The Flying W restaurant, bar and café, and motel are located within Lumberton Township to the north. The main building housing the restaurant and bar appear to have been converted from a residence, which can be seen on aerial photos as far back as 1931.

Aerial photography from 1956 clearly illustrates that the Flying W property was originally used for agriculture with some small planes, which were likely used for crop dusting. The runway, located approximately half in Medford and half in Lumberton, appears on the 1963 aerial photographs; and is currently up to 3,496 feet long. The general aviation airport was constructed in 1962. Portions of Flying W airport are located within Lumberton, as well as Medford, but the runways are not large enough for jets or larger planes.

The South Jersey Regional Airport, a New Jersey Department of Transportation (NJDOT) facility, is located within Lumberton Township, 2 nautical miles west of the Flying W Airport. The private Red Lion Airport is located within Southampton, approximately 5 nautical miles away from Flying W.

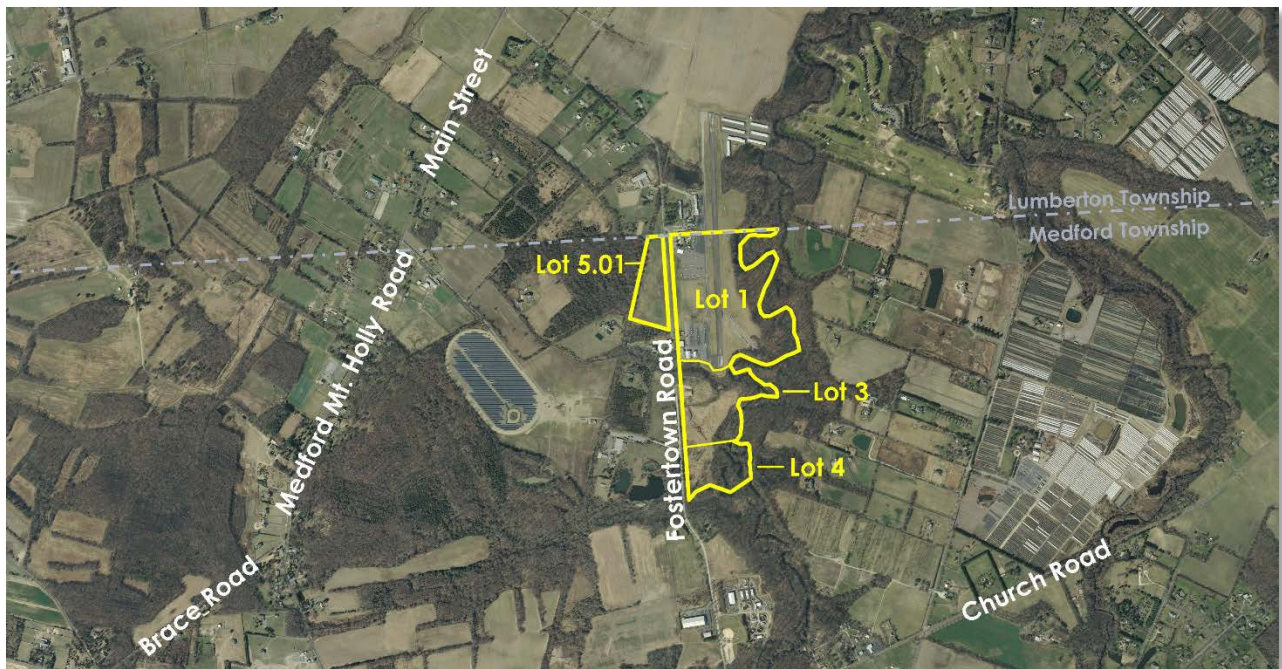
The development of the airport and associated structures occurred in the 1960's. The portion of the airport located in Medford contains scattered office buildings, hangars, and outbuildings. All these structures are in need of repair and/or rehabilitation and are obsolete and dilapidated. The large barn is not occupied, and the office building is partially occupied sporadically, as are the hangars. Due to the lack of capital, the buildings and runways are falling into a state of disrepair; and are not occupied or not fully occupied. The buildings and facilities in this abandoned and partially abandoned state cannot be sustained and likely will become untenable over time.

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Block 301, Lot 5.01 across from the airport is vacant; and utilized for overflow event parking. Due to the location, remoteness, nature of the soil, lack of sanitary sewer availability, or water service the tract is not likely to be developed through the instrumentality of private capital.

There is a decline in airport usage over time, due to competition from a neighboring airport and the obsolete size of the runways and facilities, precluding larger planes and jets from using the site. Where there had been three maintenance and repair facilities on the site, there is currently one. Mandated repairs for certification and continued operation of the existing airport infrastructure are cost-prohibitive; and furthermore, are deferred. The buildings and improvements are detrimental to the public interest, specifically the welfare of the community. The following aerial image illustrating the site and surrounding property, provided courtesy of NJ Image Warehouse.

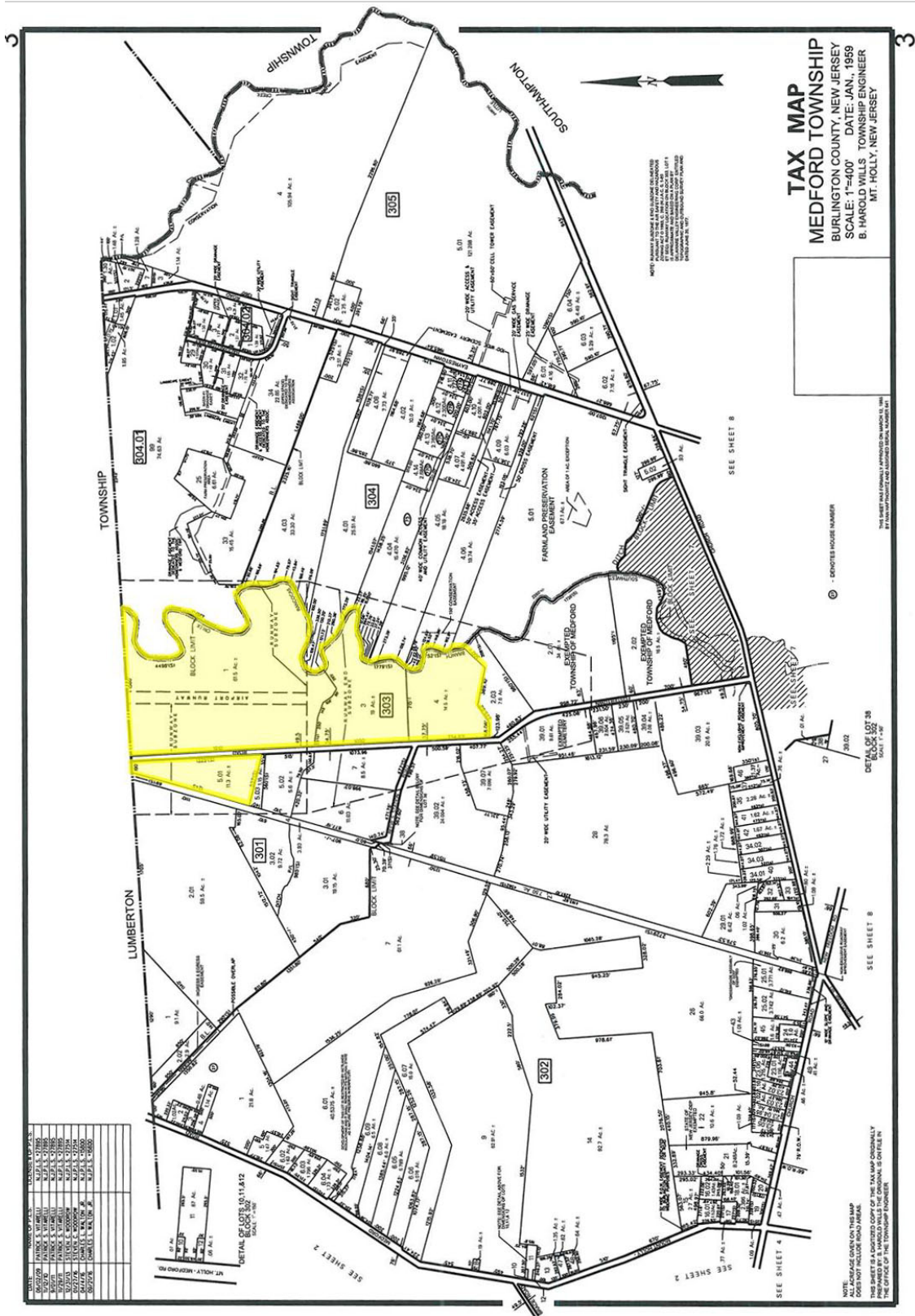
Current Aerial Image Location Map



The following tax map section illustrates the location of Block 301, Lot 5.01, and Block 303, Lots 1, 3 and 4 which is the Flying W Redevelopment Area (shown in yellow).

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Tax Map



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IV. Redevelopment Goals & Objectives

Vision

The northern portion of Medford Township is located within the Rancocas Creek watershed, which flows into the Delaware River, Delaware Bay, and finally the Atlantic Ocean. Southern portions of the town are in the Mullica River watershed, which flows east to the Great Bay and ultimately the Atlantic Ocean. Large portions of the community are covered in mixed oak and pine forest which are part of the Pinelands National Reserve. Its location, on the edge of the Philadelphia Metropolitan Region has led to suburbanization, slowed by environmental constraints including soils, wetlands, surface water, and forested areas, local zoning, and associated regulatory limitations.

The Flying W site had been envisioned by the Master Plan to be many things including open area contiguous to the large lot residential and agricultural land which surrounds it; and alternatively, a commercial, industrial and transportation node at the northern portion of the community. The Master Plan policy has mainly focused on acknowledging the existence of the small airport and the open vistas it provides. The Township has largely embraced the airport as a special district approving various entertainment, quasi-public transportation, commercial, industrial, and service uses at the site and surrounding area.

As the result of the implementation of the higher density development, the nature and character of the site and the surrounding area will be transformed. The open vistas of scattered buildings, expanses of fields, and wooded wetlands of the site along with the agricultural and large lot residential surrounding properties will be altered, however, the plan seeks to retain vistas along Fostertown Road and cluster development outside of the environmentally sensitive lands, including forested wetlands and floodplains.

Township Master Plan

The 1982 Land Use Plan characterizes the lands as Planned Industrial with a recommended change to Agriculture Retention AR. The Land Use Plan of 1990 and subsequent Zone Map amendments place the Flying W property in the Restricted Commercial RC zone. A portion of the site was further amended, and rezoned back to AR south of the runway, between Fostertown Road and the Rancocas Creek. The Land Use Plan notes that the airport is a quasi-public facility. It appears that after the 2008 Plan the portion of the site zoned AR reverted to the original RC Zoning as noted in 1990.

The August 15, 1990 Land Use Plan Update contains maps of geology, flood plain areas, seasonal high-water table, and wetlands. The east side of the subject tract boundary is formed by the Southwest Branch of the Rancocas Creek where areas of the 500-year and 100-year flood boundary are located. The December 2017 Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) with the Flood Hazard Layer illustrate that portions of the property are included in the floodway Zone AE indicating an area at high risk of flooding.

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(See Appendix A for National Flood Hazard Layer FIRMette mapping: Plate 1 Northern portion and Plate 2 southern portion of the property in question.) The property is located within an area of slight limitations for septic fields. NJ-i-Map data as well as prior Master Plans identify large areas of wetlands on the subject sites. The parcels are not located in a sewer area, however the Medford Sanitary Sewer Service Area Map dated January 2016 illustrates that the area is to be included as a proposed sewer service area. Public water is available however, it will require a significant investment as the distance to connect is approximately 7,600 linear feet.

The 2017 Housing Plan envisions the development of a portion of the Flying W property with 90 family affordable housing units. The Redevelopment Plan concepts for development of the site were not available until after the Housing Plan was adopted.

The airport, on Block 303, Lots 1 and 3; and Block 301, Lot 5.01, is within the Restricted Commercial RC zone. Block 303, Lot 4 to the south is within the Agricultural Retention AR Zone. Adjacent sites to the north, west, and south contain primarily agricultural lands and large residential lots within the AR zone. Parcels to the west across Fostertown Road are within the AR and PI Planned Industrial zone. The airport and surrounds are overlaid with an airport hazard area. These lots with frontage on both sides of Fostertown Road were the subject of a previous Determination of Need Redevelopment Study and were found to be in Need of Redevelopment.

The Mount Laurel II decision by the New Jersey Supreme Court required all municipalities in New Jersey to provide their fair share of the State's regional affordable housing needs. Medford's regional share of its affordable housing need has been the subject of Court action for the second (1987-1999) and third (1999-2025) round housing cycles. The Fair Share Housing Center, an Affordable Housing advocate, was a party to the proceedings and a settlement agreement was approved by Fair Share Housing, the Medford Planning Board, and the Township to avoid prolonged litigation and the uncertainty of a potentially unfavorable decision. The Township's housing obligation has been reduced from 805 affordable units to 483 affordable units. With credits from prior rounds and bonuses for rental housing, the Township's housing obligation is 298 affordable units, pursuant to the Housing Plan by Art Bernard and Associates, LLC., the Township's affordable housing planner, approved by the Court at the "Fairness Hearing" on May 3, 2017 as required by law; and as approved, amended, and adopted at a public hearing of the Planning Board on June 28, 2017, by Resolution #20-2017. The amended Housing Element and Fair Share Plan ("HE/FSP"), dated August 2020, was reviewed, and adopted by the Township Council on August 5, 2020; and was determined consistent with the Master Plan and Zoning Ordinance by the Planning Board at a public hearing on August 26, 2020. The Township's HE/FSP, which includes the 90-family rental affordable housing units to be constructed pursuant to this Flying W Redevelopment Plan, was approved by the entry of the Final Order of Compliance and

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Judgment of Repose Without Conditions by the Superior Court of New Jersey, Burlington County, Law Division on September 15, 2020.

An opportunity has been presented to the Township to provide the age-restricted market-rate and family rental affordable housing development at the site, to effectuate the Township's affordable housing plan. The development represents smart growth practices and provides the Township control of its home rule, land use, and future economic development, particularly with respect to jobs and employment.

The 2020 Housing Plan characterizes the Tenure of Occupied Units as 83.9% owner occupied, and 16.1% renter occupied in Medford, where the level of owner-occupancy is higher than both the state and the county. The plan indicates, consistent with the US Census that the predominant housing type in Medford Township is single family detached at 76.2% of the total, followed by two-family dwellings at 10.7% of the total with the remainder from over 2 units to 50 units comprising 13.1% of the total units. The figures reflect that Medford Township has a higher percentage of single-family dwellings than both the county and state. The low and moderate-income housing proposed by the Redevelopment Plan will consist of 90 multi-family apartments in multiple buildings; the 290 to 360 market rate units are planned to comprise a mix of single family and multi-family housing types, providing a variety of housing types in the community both within Medford and perhaps Lumberton Township.

The March 1995 Traffic Circulation Plan illustrates Fostertown Road as a minor collector and no planned pedestrian or bicycle connections are illustrated on the November 1994 Combined Recreation and Conservation Plan Elements. There was little incentive to discuss connections in this remote location not located near existing or planned municipal facilities where higher density residential development was not envisioned. On-site recreation opportunities should be provided to serve residents of the development.

Redevelopment Area Goals & Objectives

The goals of the Redevelopment Plan are consistent with the goals outlined by prior Master Plans and as characterized in the 2014 Reexamination Report.

A. Plan Goals

- 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) Protect environmentally sensitive lands as well as key natural resources.
- 4) Promote sustainability in land use planning throughout the Township, which fosters Medford's distinct and attractive sense of place.

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B. Plan Objectives

- 1) Provide alternative residential opportunities and encourage engagement in community activities and organizations; and ultimately purchase and rehabilitate homes in the existing residential neighborhoods of the community.
- 2) Provide a variety of housing style and choice including single-family detached, townhouse and apartment housing types.
- 3) Preserve and protect sensitive wetlands and tributaries leading to Rancocas Creek, and open viewsheds along Fostertown Road.
- 4) Utilize sustainable site design and building practices to reduce the project's dependency upon natural resources, including but not limited to solar orientation, plant materials, and building materials and design.

V. Land Use Plan

Relationship to Township Land Development Regulations

The standards contained within this Redevelopment Plan will supersede the development regulations of the existing Township Code where specifically indicated, particularly with respect to permitted uses, residential density, bulk standards, off-street parking and loading requirements, and general design standards.

Where regulations of this Plan conflict with the Township's development regulations, this Plan will control; where they do not conflict, the Township's development regulations will apply. Development applications for the market-rate housing component of this Redevelopment Area must be reviewed and approved first by the Medford Township Council as the Redevelopment Entity and, if approved by the governing body, by the Planning Board. The Redevelopment Plan adopts and incorporates by reference Section 500 (General Provisions and Design Standards), Section 600 (Exceptions, Modifications, Conditional Uses, and Planned Developments), Section 800 (Development Application Review Procedures), and all other applicable land use regulations of the Township of Medford that are not expressly modified or superseded herein.

Exceptions from Standards

Bulk or "c" variances per N.J.S.A. 40:55D-70(c) from the development requirements, and design waivers per N.J.S.A. 40:55D-51 from standards set forth by this Redevelopment Plan, may be necessary in certain limited circumstances. In such instances, the Planning Board may grant variances and waivers if the redeveloper demonstrates that such relief will not substantially impair the intent of the Redevelopment Plan and will not present a substantial detriment to the public health, safety, and welfare, consistent with the Municipal Land Use Law.

Permitted uses will be those that have been deemed by the Township to be most compatible with the Housing Plan and the Land Use Plan. Deviations per N.J.S.A. 40:55D-70(d) from the

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permitted uses, conditional uses, increase in floor area ratio, increase in permitted density, or increase in height of 10 feet or 10% of the maximum height in the Redevelopment Area will be permitted only by means of an amendment of the Redevelopment Plan by Township Council, should the deviation be considered acceptable to the furtherance of the goals and objectives of this plan.

Provisions Related to Off-Site Improvements

The extent of the Redeveloper's responsibility for any installation or upgrade of infrastructure related to its project, whether on-site or off-site, including infiltration and inflow (I&I) repairs to the Township's sanitary sewer system, will be as outlined in the Redevelopment Agreement. All infrastructure improvements will comply with applicable local, state, and federal codes including the Americans with Disabilities Act. The streetscape improvements will also comply with applicable standards set forth by Township Ordinance. All on-site utilities will be placed underground.

Creation of Flying W Redevelopment Area Zoning District

The FWRA Zone is hereby established to contain the entirety of the Flying W Redevelopment Area as described herein.

Site Plan and Subdivision Applications and Approval

After review and approval by the governing body, the Medford Township Planning Board, pursuant to the provisions of the L.R.H.L. N.J.S.A. 40A:12A-13 and the Municipal Land Use Law, N.J.S.A. 40:55D-1 et. seq. will conduct site plan or subdivision review, upon submission of a complete application for development. The Redeveloper must secure preliminary major site plan and/or subdivision approval and must obtain final major site plan and/or subdivision approval for each site of development in the Redevelopment Area. If the development is pursued in phases, a phasing plan will be provided, and each phase will obtain final major site plan approval. Upon approval of architecture by the governing body as specified below, submission to the Planning Board of all building types, including all elevations of base architectural models, plus optional features, are required.

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VI. District Standards – Flying W Redevelopment District

Concept Plan

The ultimate Site Plan Drawings must be substantially consistent with the exhibits to effectuate the redevelopment. Any development or construction in the Redevelopment Area will be undertaken in accordance with the contractual Redevelopment Agreement between the Township and a municipally designated redeveloper. The standards enumerated herein are intended to supplement and clarify the intent of the Concept Plan. A concept plan is included as part of the Redevelopment Plan as follows:

“Flying W Concept Plan” prepared by K2 Consulting Engineers, Inc., dated February 8, 2021, consisting of four (4) sheets, with Taylor Design Group, Inc., annotations. (see Appendix B)

The concept plan made part of the Redevelopment Plan illustrates 90 low and moderate income, family rental multi-family units in multiple buildings, on the west side of Fostertown Road, outside the wetlands area. The concept plan illustrates that the remainder of the parcel to the south on the east side of Fostertown Road is intended to be age-restricted market-rate townhouse development. The east side of Fostertown Road located adjacent to the Lumberton boundary is proposed to be the age-restricted market-rate single-family detached development and townhouse development. The Redeveloper plans to subsidize the construction of the 90 affordable units, as a 24% set-aside of the total number of units constructed. The concept plan illustrates 290 age-restricted market rate units or equivalent development on the subject tract for a total of 380 units. The permitted uses, bulk and area regulations, and the form of the buildings are intended to be flexible, to provide responsiveness to market and site conditions as the project develops.

Architecture and Site Plans

The architectural designs of the single-family, townhouse, and multi-family dwellings in conjunction with the subdivision plan are not available and not included as part of the Redevelopment Plan. The Redevelopment Agreements for Flying W will provide that the Township Council must review and approve the proposed architectural style for each housing type prior to the submission of any land development, site plan, or subdivision application to the Planning Board. The required submission for all building types includes all elevations of base architectural models, plus optional features. Governing Body approval of the architecture for Flying W may be granted by resolution and will not require amendment of this Redevelopment Plan. All buildings, structures, and design elements should consider the rural agricultural context and character of the surrounding lands, land uses, and building development.

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The single-family model designs should provide color palettes, typical side and rear elevations, and high visibility side and rear elevations, including changes in siding materials and/or colors, shutters, masonry water table, box windows, gables and/or dormers, louvers, and other features should be provided.

The townhouse model designs should provide color palettes, whole building plans showing façade and roof off-sets, typical side and rear elevations, and high visibility side and rear elevations, including changes in siding materials and/or colors, shutters, masonry water table, box windows, gables and/or dormers, louvers, and other features.

The multi-family apartments designs should consider detailing to complement the rural agricultural context and be consistent with the single and townhome neighborhood design. Specific elements to be considered may include the following windows with grilles (false mullions), a vertical railing system in lieu of horizontal rails for balconies, and finishes on high visibility side and rear elevations. Additionally, the color palette provided should complement the single and townhome neighborhoods in a warm, muted earth tones, in lieu of the white siding, for example.

The standards enumerated herein are intended to supplement and clarify the intent of the Concept Plans. The architectural style of the development will be designed to avoid massive scale, through façade ornamentation, building off-sets and bays, fenestration (windows), variation in roof lines, modulation of roof height, entry treatments, public spaces, layout, landscaping, and buffering.

The Residential Concept Plan entitled “Flying W Concept Plan”, prepared by K2 Consulting Engineers, Inc., dated February 8, 2021, with annotations by Taylor Design Group, Inc. illustrating “high visibility side and high visibility rear” locations lining Fostertown Road for enhanced side and rear architecture requirements, and sidewalk connections. (see Appendix B)

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Definitions

Dwelling, Mid-Rise apartment – An apartment building containing from three (3) to four (4) stories.

Lot, Interior – A lot other than a corner lot. (see Lot, Corner)

Permitted Principal Uses

- A. Purpose. The purpose of the FWRA Zoning District is to provide for a variety of residential housing in a compact format, including age-restricted market rate and family rental affordable housing in an effort to accommodate the provision of affordable housing in accordance with the Fair Housing Act, N.J.S.A. 52:27D-301 et seq., the mandates of the NJ Supreme Court, the requirements of the Uniform Housing Affordability Controls ('UHAC') at N.J.A.C. 5:80-26.1 et seq. including phasing, affirmative marketing, pricing, bedroom distribution, low/mod split, affordability controls and long-term experienced administration.
- B. Principal Permitted Use on the Land and Buildings.
- 1.) The Redeveloper of the affordable housing component will develop 90 units of very low, low, and moderate-income family housing. The income distribution of the affordable units will be as follows:
 - a. Of the total affordable units, 50% (45) will be reserved for low-income residents (inclusive of very low-income residents).
 - i. A portion of the low-income units will be affordable to very low-income residents at 13% of the total affordable units, or 12 of the total 90 affordable units.
 - b. The remaining 50% (45) may be made available to moderate income residents. The Redeveloper will be responsible to pay the fees of the experienced Administrative Agent administering the affordable housing units or have appropriate staff to self-administrate the affordable units; and the income distribution must be as noted above and pursuant to the Settlement Agreement.
 - 2.) Age Restricted Single Family Detached Units
 - 3.) Age Restricted Single Family Attached Dwelling Units (Townhouse Dwelling Units)
 - 4.) Multi-family dwelling Units (Mid-Rise Apartment Dwelling Units)
 - 5.) Age Restricted market rate dwelling units

Permitted Accessory Uses and Structures

- C. Accessory Uses
- 1.) Private Residential Swimming Pools, hot tubs (see §529 for standards) and other usual recreational facilities customarily associated with single family detached residential dwelling units.

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- 2.) Private Residential Sheds for storage (other than for vehicles) and other customary single family detached residential accessory structures, e.g., gazebos, cabanas, etc., owned by the residents of the property.
- 3.) Signs.
- 4.) Fences and walls as permitted and required in this chapter. Where fences and wall are located on residential lots, they shall adhere to §513, except
- 5.) Satellite dish antennas, consistent with §501D, except no dish may exceed 39.37 inches or one meter in diameter.
- 6.) Off-street parking, Private Residential Garages, and motor vehicle electric charging stations.
- 7.) Common Buildings and structures such as Clubhouse (required element for market rate units), community room (required element for affordable units), covered parking, common garages, community pool, courts, furnishings, mailbox structures, pavilions, etc.
- 8.) Utility structures and facilities.
- 9.) Refuse enclosures for dumpsters or trash compactors.
- 10.) Decks and patios.
- 11.) Private, public and community recreation such as crosswalks along and across Fostertown Road, continuous walking paths (required element), fields, playgrounds, play equipment, and tot lots (required element for family affordable units), courts, fields, community greens, and parks. Where wetlands crossing permits (GP17) are required along streets, they must be applied for and sidewalks installed, if permitted.
- 12.) Up to but not more than 1 caretaker/ manager units
- 13.) Community buildings and structures as approved on a site plan including but not limited to trash compactors, refuse containers, garages, sheds, parking, lighting, and landscaping.
- 14.) At the developer's discretion, up to four temporary Construction Trailer and /or temporary Sales Trailer, each not exceeding 1000 square feet in area. Additionally, signs not exceeding 50 square feet in area and advertising the names of the prime contractor, architect, subcontractors, financing institution, and/or similar information.
 - a. Any permitted temporary trailer(s) and/or sign shall be located on the site where construction is taking place and shall be setback at least 10 feet from all street and lot lines.
 - b. The temporary trailer(s) and/or sign shall be permitted for the period of construction beginning with the issuance of a construction permit and concluding with the issuance of the last Certificate of Occupancy or two years, whichever, is less, provided that up to three one-year extensions may be granted by the Board.

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Area, and Yard Requirements

D. Overall Tract (+110 acres)

- 1) The development is a residential cluster, where approximately 45 acres or 40% of the subject tract are restricted from development for conservation including wetlands, wetlands buffers, steep slopes, and flood hazard area.
- 2) Land equal to a minimum of 10% of the tract of land proposed for the Residential Cluster shall be specifically set aside for walking paths, active recreation as on-site amenity area, clubhouse, tot lot, and open space. These areas may be located on contiguous lands, as may be permitted by adjacent municipality (Lumberton)
- 3) No single family residential, townhouse, or multi-family dwelling will contain restricted lands such as wetlands, wetland buffers, one-hundred-year floodplains, or detention basins within twenty (20) feet of the dwelling unit. Where the referenced lands are located on private lots, split rail fencing and/or markers will be provided to clearly demarcate the restricted lands.
- 4) Minimum tract perimeter side and rear yard buffers: 25 feet. (all other buffer widths as noted below)

E. Single family detached units.

- 1) Minimum Lot Area: 5,250 SF [1].
- 2) Minimum Lot Frontage: 37.5 feet [2].
- 3) Minimum Lot Width for Interior Lots (at the building line): 50 feet.
- 4) Minimum Lot Width for Corner Lots (at the building line): 60 feet.
- 5) Minimum Lot Depth: 100 feet.
- 6) Minimum Side Yard (one): 5 feet.
- 7) Minimum Aggregate Side Yard (total): 15 feet.
- 8) Garage setback: 20 feet where garage doors are provided in the principal structure between garage and a public street or alley.
- 9) Front Yard: 10 feet, including building walls, porches, stoops, landings, stairs, and decks.
- 10) Rear Yard: 15 feet.
- 11) Maximum building height: 35 feet/ 1.5 stories
- 12) Minimum streetscape and/or reverse frontage buffer from Fostertown Road (minor collector): 50 feet preferred; 40 feet permitted.
- 13) Maximum Building Coverage of Principal Building: 50%
- 14) Maximum Lot Coverage: 65%
- 15) Porches are required for single family dwellings and must project a minimum of twelve (12) inches from any garage building wall facing any public street. Porches will be a minimum of five (5) feet in depth and will extend across a minimum of 40% of the building façade containing the front entry door.

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- 16) Accessory pools are permitted in rear and side yards only, not front yards, as defined at DR §203. The minimum setbacks shall be:
 - a. Distance to side lot line five (5) feet
 - b. Distance to rear lot line five (5) feet.
 - c. Distance between recreational facilities and the principal building ten (10) feet.
 - 17) One accessory residential shed, not exceeding twelve (12) feet in height, and one-hundred (100) square feet in gross floor area is permitted in rear and side yards only, not front yards, as defined by DR §203. The minimum setbacks shall be:
 - a. Distance to side lot line five (5) feet
 - b. Distance to rear lot line five (5) feet.
 - c. Distance between an accessory building or structure and the principal building ten (10) feet.
 - 18) Fences and walls consistent with the filed subdivision plan, site plan, and §513; except the following:
 - a. Fences are not permitted in any front yard.
 - b. Fences may be no higher than four (4) feet above ground level in the rear yards and within side yards behind the actual front building setback line, as defined, §203.
 - c. All fences must be of a single style within the community.
 - d. Deer fences are not permitted.
- F. Townhouse dwelling units.
- 1) Minimum Lot Area: 2,600 SF Interior Lot/ 3,800 SF End Lot.
 - 2) Minimum Lot Width: 26 feet Interior Lot/ 38 feet End Lot [2].
 - 3) Minimum Lot Frontage: 20 feet
 - 4) Minimum Lot Depth: 100 feet.
 - 5) Maximum Lot Coverage 85% for Interior Lot/ 75% for End Lot.
 - 6) Side Yard: 0 Interior Lot/ 10 feet End Lot.
 - 7) Garage setback: 20 feet where garage doors are provided in the principal structure between garage and a public street, alley, or parking lot.
 - 8) Front Yard: 10 feet, including building walls, porches, stoops, landings, stairs, and decks.
 - 9) Rear Yard: 10 feet for the including building walls, porches, stoops, landings, stairs, and decks.
 - 10) Minimum distance between buildings: 20 feet.
 - 11) Maximum number of units per building: 6.
 - 12) Maximum building length: 190 feet.
 - 13) Maximum building height 26 feet wide units (interior): 45 feet/ 3 stories.
 - 14) Maximum building height: 28 feet wide units (end): 40 feet/ 2 ½ stories.
 - 15) Minimum streetscape and/or reverse frontage buffer from Fostertown Road: 50 feet preferred; 40 feet permitted.

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- 16) The building walls of every two townhouse units must be off set a minimum of 18 inches, to provide shadow and variety.
- 17) Fences and walls consistent with the filed subdivision plan, site plan, and §513; except the following:
 - a. Fences are not permitted in any front yard.
 - b. Fences may be no higher than four (4) feet above ground level in the rear yards and within side yards behind the actual front building setback line, as defined, §203.
 - c. All fences must be of a single style within the community.
 - d. Deer fences are not permitted.

G. Mid-Rise Apartment dwellings units (Affordable Housing Component)

- 1.) Minimum Lot Area: 10 Acres.
- 2.) A minimum of 90 affordable residential apartments in at least four (4) separate buildings.
- 3.) Minimum Lot Width: 200 feet.
- 4.) Minimum Street Frontage: 200 feet.
- 5.) Maximum Lot Coverage: 65%.
- 6.) Maximum Building Height: 50 feet/ 4 stories
- 7.) Minimum building setback Fostertown Road: 50 feet preferred; 40 feet permitted.
- 8.) Minimum distance between buildings: 20 feet.
- 9.) Building setbacks from the curb lines of drive aisles, internal streets, or parking area: ten (10) feet.
- 10.) Accessory buildings and structures including shared parking garages, trash enclosures, must not be located closer than twelve (12) feet to the principal building, must not be located within any front yard or buffer, and not closer than twelve (12) feet to any rear or side outer limit perimeter property line.
- 11.) Maximum Accessory Building height: twenty-two (22) feet and 1 story

Notes:

[1] The minimum lot area requirements are higher than the minimum lot width and lot depth requirements, however, the intention is to provide flexibility in the configurations of lots and the placement of units upon the lots. Where lot depth is greater than the minimum required to accommodate rear or side entry garages, the lot widths would decrease; and vice versa, nonetheless the minimum lot area should be provided.

[2] Building frontage should not be less than 75% of the actual lot width requirement, consistent with the Medford Township Development Regulations, accepted practices.

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General Requirements

H. General height and yard exceptions.

- 1.) The maximum building height set forth above will not apply to any of the following structures or appurtenances, provided that no structure or appurtenance as described below may extend to a height exceeding the maximum permitted height by a 10%.
 - a. Architectural ornamentation including cupolas, domes, monuments, flagpoles, masts, aerals, and/or equipment and elevator penthouses and like structures required to be placed above the roof deck/slab and not intended for human occupancy.
 - b. Rooftop equipment, air-conditioning compressors, air handlers, chimneys, smokestacks, and the materials and structures required to screen such equipment including parapets, mansards, louvers, grillage, and ornamental roofing are permitted to exceed the permitted height; and areas of flat roof to accommodate aforementioned equipment is permitted.
- 2.) Covered and uncovered stairs and covered stoops will be permitted to encroach into required yard areas up to four (4) feet.
- 3.) Secondary roof eaves for covered porches porticoes, stairs, and stoops will be permitted to project into yard areas by up to an additional twelve (12) inches.
- 4.) Principal eaves of pitched roofs will be permitted to project into yard areas by up to eighteen (18) inches.

Design Standards

- I. Architectural floor plans and building elevations, prepared by a licensed architect under seal, must be submitted with the site plans.
 - 1.) The floor plans will indicate the number of bedrooms per dwelling unit.
 - 2.) Any proposed outdoor spaces will be indicated on the site or subdivision plans as well as the interface at the architectural floor plans.
- J. Architecture and Design Standards. This section of the redevelopment plan will supersede Chapter DR Section 504, entitled Apartments and Townhouses for the townhouse, and apartment development in its entirety.
 - 1.) Each building and complex of buildings must have an architectural theme with appropriate variations in design to provide attractiveness to the development, compatible within the development and in its relationship to adjacent land uses. Such variations in design may result from the use of landscaping and orientation of buildings to the natural features of the site and to other buildings as well as from varying unit widths, using different exterior materials, changing roof lines and roof design, varying building height and changing window types, shutters, doors, porches, balconies, stoops, and exterior colors.

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- 2.) Multi-family buildings are envisioned to be up to four stories in height. Physical pedestrian improvements are envisioned to connect within and around the development seamlessly and continuously.
- 3.) All exterior building entrances, porches, and entry stairs are to be covered with a canopy, pent roof, or other architectural feature; and these features are permitted to encroach into the minimum required yard setback of ten (10) feet by up to four (4) feet.
- 4.) All units shall provide exterior living area such as patios, porches, or balconies.
- 5.) Railings for porches, balconies, and banisters may be either vinyl or aluminum and will be consistent and complimentary.
- 6.) Roof styles may include gable, hip, pent, and shed. Heavier roof styles such as mansard or gambrel (barn) roofs are prohibited.
- 7.) Materials for pitched roofs may be slate, metal, dimensional asphalt, or fiberglass shingle.
- 8.) Gable roofs with a minimum average roof pitch of 5/12 are encouraged and should be provided with eaves. Two-story or taller buildings will be provided with a traditional cornice treatment. Applied mansard roofs are generally discouraged. Architectural embellishments that add visual interest to roof, such as dormers, belvederes, masonry chimneys, cupolas, clock towers, and other similar elements are encouraged. Areas of flat roof used for mechanical equipment as above, must be screened from view of public areas, driveways, and parking lots.
- 9.) Townhouses will provide roof height off-sets of at least two (2) feet for every two (2) units.
- 10.) At end wall condition, windows, bays, off-sets, additional fenestration, turned gables, and other architectural features will be used to enhance the architectural character of the end wall.
- 11.) Buildings will be designed to have an attractive, finished appearance from all public spaces and public streets. The high visibility side and rear walls facing public streets and spaces should employ similar modulation, character, materials, and colors as the front façade elevations. Buildings may be constructed of the following materials or approved equivalent including the following: wood clapboard, wood beaded siding, vinyl horizontal siding, vinyl beaded siding or Dutch Lap, brick, stone, or stucco, and fiber cement clapboards or shingles.
- 12.) Building façades will have fenestration and design elements including but not limited to decorative windows, operating windows, louvers, shutters, and/or wide frames, consisting of a minimum of thirty-five (35) percent of the façade area to prevent large expanses of blank walls.
- 13.) Entrance doors may be wood, embossed steel, or fiberglass panel.
- 14.) All windows and doors at interfaces with siding materials will have a minimum of 4" of trim.

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- 15.) All common pedestrian entryways or lobbies will be prominent, lighted, and separate from service entrances.
- 16.) Architectural design will endeavor to minimize the visual impact of garage doors facing a public or neighborhood street by providing windows and decorative elements, such as but not limited to windows, panels, and hardware. Refer to the building setbacks standards, which permit the building face or porches to be setback ten (10) feet and garages (20) feet.
- 17.) Townhouse widths shall be a minimum width of twenty-six (26) feet for interior units, and twenty-eight (28) feet for end units.
- 18.) Fire walls for townhouse units will be provided in accordance with the definitions and requirements for fire walls specified in the most current edition of the IBC.
- 19.) Dwelling units will have access to television providers in accordance with the requirements of the FCC. The landlord or homeowners' association will not be required to provide a master television antenna system. Satellite dish location and installation will be regulated by the HOA and/or Landlord documents, rules, and regulations. The Owners and/or Tenants will be required to install the satellite dish in a location only on their dwelling unit's patio and/or deck. This satellite dish will not be more than 24 inches in width and must be installed on a pole which is mounted in a decorative pot or bucket. The Owner/Tenant is prohibited from attaching the satellite dish to the building.
- 20.) To ensure that the development as constructed is in visual conformity with the preliminary architectural plans and elevations submitted and approved by the board the development as constructed will be in conformity with the character, massing, scale, and detail of the approved elevations taking into consideration that some minor revisions and/or deviations may have to be accommodated going from preliminary design drawings to final construction documents.
- 21.) The townhouse units will provide for trash and recyclable storage within garages. The apartment section of the project must have Trash Compaction/Recycling area(s) to manage the solid waste generated by the residents of the units. A detail of the central trash / recycling area(s) must be provided on the plans. Central Trash and recycling area(s) enclosures must be properly sized for the number of units served and frequency of pick-up and must be surrounded on three sides by an enclosure at least six (6) feet high, finished to match or complement the principal buildings. The use of compactors is encouraged.
- 22.) Trash receptacles, compactors, and dumpster storage areas must be effectively screened by enclosures designed to complement the principal building and should be buffered with landscaping where practical.

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- 23.) The architecture and/or site plans will demonstrate the provision of adequate areas for the provision or storage of personal items such as bicycles, grills, and other outdoor equipment. Common bike racks and outdoor grilling/barbequing facilities will be provided for multifamily units. All other personal belongings will be stored within the individual units.
 - a) For townhouse units, at least 250 cubic feet of interior storage area outside of parking within garages will serve as adequate areas for the provision of storage of personal items.
 - b) Multifamily units will be required to provide each dwelling unit with 100 cubic feet of storage, which can be separated and identified as floor space inside or outside of closets or shelves associated with a room, hallway, or foyer.
 - 24.) Building and mechanical equipment, including but not limited to HVAC, meters, grills, elevator cabinets, and satellite dishes, should be located to be visually shielded from the public street to the extent allowed by utility companies.
 - 25.) Ganged mailboxes must be located where safe pedestrian and vehicular access can be provided.
 - 26.) All common yard areas will be maintained by the Homeowners Association or management entity, not individual property owners.
 - 27.) A reverse frontage landscape buffer will be provided along Fostertown Road.
 - 28.) The building walls of every two townhouse units will be off set a minimum of 18 inches, to provide shadow and variety.
- K. Architecture and Design Standards. All single-family residential development will comply with §508, the Community Design Guidelines and Standards. Where the Community Design Guidelines and Standards cannot be fully accommodated, the following will provide additional guidance to the Township Council, Planning Board, and the Redeveloper, in reviewing the proposed architecture, landscaping, signage and other proposed development plans for the project.
- 1.) Buildings must be designed to avoid long, monotonous, uninterrupted wall or roof planes. Building wall off-sets, including projections and recesses will be employed to add architectural interest and variety.
 - 2.) All front exterior building entrances, porches, and entry stairs are to be covered with a canopy, pent roof, or other architectural feature.
 - 3.) Railings for porches, balconies, and banisters may be either vinyl or aluminum and must be consistent and complementary.
 - 4.) Roof styles may include gable, hip, pent, and shed. Heavier roof styles such as mansard or gambrel (barn) roofs are prohibited.
 - 5.) Materials for pitched roof will be slate, metal, dimensional asphalt, or fiberglass shingle.

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- 6.) To reduce building mass pitched roofs will have a minimum average roof slope of 5 feet of rise for 12 feet of run (5:12). Flat roofs or areas of flat roof used for mechanical equipment as above, will be screened from view of public area, driveways, and parking lots. If flat roofs are provided, they will not comprise more than fifty (50) percent of the roof area, and the building will appear to have a full sloped roof when viewed from all sides.
- 7.) At end wall condition, windows, bays, 18 inch off-sets, additional fenestration, turned gables, and other architectural features will be used to enhance the architectural character of the end wall.
- 8.) Buildings will be designed to have an attractive, finished appearance from all public spaces and public streets. The high visibility side and rear walls facing public streets and spaces should employ similar modulation, character, materials, and colors as the front façade elevations. Buildings may be constructed of the following materials or approved equivalent including the following: wood clapboard, wood beaded siding, vinyl horizontal siding, vinyl beaded siding or Dutch Lap, brick, stone, or stucco, and fiber cement clapboards or shingles.
- 9.) Building façades will have fenestration and design elements including but not limited to decorative windows, operating windows, louvers, shutters, and/or wide frames, consisting of a minimum of thirty-five (35) percent of the façade area to prevent large expanses of blank walls.
- 10.) Entrance doors may be wood, embossed steel, or fiberglass panel.
- 11.) All windows and doors at interfaces with siding materials will have a minimum of 4” of trim.
- 12.) Architectural design will endeavor to minimize the visual impact of garage doors facing a public or neighborhood street by providing windows and decorative elements, such as but not limited to windows, panels, and hardware. Refer to the building setbacks standards, which permit the building face or porches to be setback ten (10) feet and garages (20) feet.
- 13.) Trash receptacles, compactors, and dumpster storage areas will be effectively screened by enclosures designed to complement the principal building and should be buffered with landscaping where practical.
- 14.) The site plans will demonstrate the provision of adequate areas for the storage of personal items such as bicycles, grills, picnic areas, and other outdoor equipment.
- 15.) Building and mechanical equipment, including but not limited to HVAC, meters, grills, elevator cabinets, and satellite dishes, should be located to be visually shielded from the public street to the extent allowed by utility companies.
- 16.) Ganged mailboxes will be located where safe pedestrian and vehicular access can be provided. Where appropriate, mailboxes may be provided indoors.
- 17.) All common areas will be maintained by the Owners Association or management entity, not individual property owners.
- 18.) A landscape buffer will be provided along public road frontages.

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Sidewalks, Parking, Drive Aisles, and Streets.

L. Sidewalks, Parking, Drive Aisles, and Streets

- 1.) Physical pedestrian improvements are envisioned to connect the entire tract. Specifically, connections within the overall development, and path systems within the individual parcels of development should provide continuous circulation and will be provided. Wetlands permits (GP17) shall be sought as necessary to provide continuous circulation, except as not permitted by approving authority.
- 2.) Interior Sidewalks. Where parking is provided perpendicular adjacent to sidewalks, sidewalks must be a minimum of six (6) feet wide to provide for vehicle overhang and allow accessibility.
- 3.) Parking
 - a) Parking requirements for residential uses will comply with the New Jersey Residential Site Improvement Standards (RSIS) pursuant to N.J.A.C. 5:21-1.1 et seq. A de minimus exception to permit driveways to be eighteen (18) feet wide where twenty (20) feet is required, is warranted to provide green space and walking path to the building entry for townhouse units.
 - b) Minimum bicycle space 1 space/ 50 parking spaces.
 - c) At least 1 shade tree will be provided for every 10 parking spaces. The perimeter of parking lots will be landscaped at the ends of parking runs where practical.
 - d) Minimum Electric Vehicle infrastructure – 10% of 90° parking stalls in single family and townhouse locations; and 5% of 90° parking stalls in multi-family locations.
- 4.) Rear building access: Minimum access to rear yards and buildings shall be provided via easement or open space at every other building.

Open Space and Public Civic Space

M. Open Space and Public Civic Space

- 1.) Areas on site that do not contain buildings, parking areas, roadways or driveways should be designed as open space areas for the passive recreation, visual enjoyment, and gathering of the private residential community. Where open space areas intended for active or passive recreation are located behind residential lots, the open space area must have a minimum of three (3) access points each a minimum of forty (40) feet in width to provide access to residents of the development.
- 2.) Recreational facilities, including but not limited to community gardens, walking paths, bike racks, tennis, bocce, or other courts or play surfaces, outdoor seating, pavilions, grills, and picnic areas are required for residential developments of 40 units or more.
 - a) All areas of sidewalk will connect and be continuous with pedestrian crossing locations clearly detailed in driveways, access aisles, and parking rows.
- 3.) Indoor amenities and common areas will be provided to the multi-family residential units at a minimum. Indoor amenities include meeting and party rooms, fitness centers, conference areas, libraries, reading rooms, or similar.

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- 4.) Outdoor amenities for the multi-family residential units will include continuous walking paths, court(s), and recreation equipment such as a tot lot.
- 5.) Recreational facilities for a type different than those mentioned above may be proposed for substitution by the developer and submitted for approval of the Board or requested by the Board.

Sustainable Building Practices

- N. Sustainable Building Practices. To the extent feasible, sustainable site and building practices should be employed to reduce the project's dependency upon natural resources. These practices may include, but are not limited to, the following:
- 1.) Orient buildings to maximize solar gain in the winter and shade in the summer; include vegetated wind breaks and sunscreens.
 - 2.) Create shaded porches and patios.
 - 3.) Where practical, plant indigenous vegetation to minimize water, pesticide, and herbicide usage and to create foraging opportunities for wildlife.
 - 4.) Install operable windows, awnings, shading devices, and roof vents to reduce reliance on HVAC units.
 - 5.) Maximize daylight in living spaces to reduce reliance on artificial lighting.
 - 6.) Maximize building and window insulation to conserve energy and reduce energy costs.
 - 7.) Utilize recycled building and site materials and recycle construction debris.
 - 8.) Create shaded parking areas to reduce reliance on automotive air conditioning.
 - 9.) Create opportunities for bicyclists and pedestrianism to reduce reliance on automobiles including shaded sidewalks, benches, bike lanes and bike racks.
 - 10.) In an effort to improve and expand the State's Electric Vehicle charging infrastructure, all development projects should consider including the development of publicly available electric vehicle charging stations, as defined by LRHL, as required by N.J.S.A. 40A:12a-7(S)(8), which provides for consideration of locations for EV charging infrastructure in a redevelopment plan.

Lighting

- O. All areas within the FWRA shall be designed to provide adequate, but not excessive illumination in accordance with applicable Township Ordinance including §517 "Lighting" and shall also comply with the following.
- 1.) All light fixtures shall have a correlated color temperature of between 3,000°-3,500° Kelvin to avoid unnecessary glare impacts.
 - 2.) Lighting levels should be reduced or turned off overnight to security levels in common areas.

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Buffers, Landscaping, and Fences

P. Landscaping and Street Trees

- 1.) *Conformance.* To promote a desirable visual environment through creative techniques and good civic design and arrangements; and to promote the conservation of open space and valuable natural resources in the Township, development will comply with the minimum landscape architectural standards set forth herein or provide a more appropriate design relative to the specific aspects of a site or development proposal with the approval of the Board. All sites should be designed to enhance the visual quality of the site; provide safe vehicular and pedestrian circulation; protect against potential natural and man-made hazards in a manner which will promote the public health, safety, and general welfare.
- 2.) *Acceptable Plant Materials & Specifications.*
 - a) Street trees must be single trunk, full, and uniform specimens with a minimum caliper of 2.5” at the time of planting and will be balled and burlapped.
 - b) Street trees, parking lot trees and trees near walkways will be single trunk, full, and uniform specimens, and must have branching not lower than 6’ above grade to avoid conflicts with pedestrians, vehicles, or signs. Any trees within any sight triangle must be pruned to a 7’ branching height, and such location will be approved by the Board Engineer.
 - c) All plants must be planted in accordance with appropriate planting details and notes, to ensure the proper installation, survival, and growth of all plantings.
 - d) Tree varieties must exhibit desirable characteristics, such as full symmetrical form, deep noninvasive root system and tolerance of potential drought and road salt, should be utilized.
 - e) No tree will interfere with utilities, roadways, sidewalks, street or parking lot lighting, sight distances, driveway aprons or fire hydrants.
 - f) Replacement trees must conform to the type of originally planted tree in a given area, provided that, if any deviation is anticipated, it must be done only with the written permission from the Township Planner or Landscape Architect.
- 3.) *Streetscape.* Landscape architectural development of the streetscape will be provided on all existing and proposed streets upon which the site has or creates frontage. Improvements consistent with one (1) of the streetscape types below will be provided. If existing trees are preserved within 10 feet of the curb, the number of required trees may be reduced at the discretion of the board. Site furnishings such as benches decorative pedestrian scale lighting, kiosk, clocks, trash, and recycle receptacles, bicycle racks, planters, and flagpoles will be provided where appropriate, as required by the Board.
 - a) ***Formal Tree-lined Avenue.*** This type of street tree planting is appropriate for streets within the Township with a more formal or suburban nature. These areas typically

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provide curb and/or sidewalk where little existing vegetation remains. The following standards will apply:

- i. Shade trees will be provided within the right-of-way, along each side of all street frontages, between the curb and sidewalk. Where trees interfere with overhead wires they may be placed behind the curb and sidewalk in an easement.
 - ii. Street trees will be planted uniformly at a maximum spacing of 40' on center. This spacing may be reduced if narrow, upright trees are utilized.
 - iii. Only one (1) species of street tree should be used on any given street, unless otherwise approved by the Board. Diversity of tree types should be established by varying species from street to street.
- b) ***Informal Street Trees.*** This type of streetscape development is appropriate along streets within areas of development with an informal, rural, scenic, and rustic character. Typically, some existing vegetation may remain after development and curbs and sidewalks may or may not be present. The following standards will apply:
- i. Trees should be placed in clusters in an informal pattern with varied spacing and massing along the road. Planting design should accentuate views and integrate existing vegetation and site features.
 - ii. The total number of trees will average one tree for every 40 linear feet of roadway on each side of the roadway.
- 4.) ***Stormwater Management Areas.*** Stormwater management areas include bioretention systems, constructed stormwater wetlands, detention and infiltration basins, drainage ditches and swales, and wet ponds. Stormwater management areas and plantings will be designed in accordance with New Jersey Stormwater Best Management Practices Manual (BMP). Sensitive designed basins and swales can be a visually pleasing benefit to the health, welfare, and safety of Medford Township residents. The general design concept of these areas should be to deemphasize their function creating aesthetic landscape features.
- a) The area will be graded creatively to blend into the surrounding landscape and the design of the site, i.e., provide an informal meandering edge with varying slopes and gentle berming in locations emulating a natural topographic feature.
 - b) The perimeter, side slopes, and bottoms of stormwater management areas may be planted with shade trees at the rate of one tree for 1,000 square feet of area, subject to approval of the board engineer. Of this quantity, 10% will be 2" caliper trees, 20% will be 1.5" caliper trees, and 70% will be 1" caliper trees.
 - c) Additional shrub and herbaceous plant material should be planted in accordance with the New Jersey Stormwater Best Management Practices Manual, Chapter 7, "Landscaping". Special preference should be given to those species of trees and plants which have known pollutant-removal abilities. When other ornamental plants are used, they will be types compatible with the natural environment.

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5.) *Landscape Buffers.* Landscape buffers are plantings, landform, fences, or walls, or a combination thereof, provided within a required buffer area as required, or as necessary to visually soften, screen, or enhance views, and minimize or separate any adverse impacts or nuisances on a site from adjacent properties or roads. In the design of buffers, consideration should be given to the dimension of the buffer area, existing vegetation, structures, and topography along with the intensity and type of land use involved, to determine the appropriate landscape buffer.

The following standards will apply to all buffer areas:

- a) All existing trees and understory vegetation should be preserved where feasible, and the plans must specify appropriate grading and tree protection to ensure the preservation of the vegetation, to provide the required visual screen.
- b) The general design, form and materials of fences, walls and berms should relate to the overall design and the materials utilized for other structures on the site and be aesthetically pleasing from all sides.

The following standards are provided for particular types of buffer areas:

6.) *Nuisance buffer.* This type of planting is required in buffer areas provided between residential and non-residential zones or uses; or between multifamily residential zones or uses and single-family zones or uses. The following standards will apply:

- a) Areas lacking sufficient vegetation will receive landscape architectural treatment including planting, berming, fences or walls as necessary to provide a **complete** visual screen.
- b) Planting will be provided in conjunction with berming, fencing or walls, or may be provided solely to create a complete visual screen, in accordance with the quantities and minimum sizes below. If berms, fencing, or walls are provided, a decreased quantity of planting may be provided at the discretion of the Board.
- c) For every 100 linear feet of buffer area, or percentage thereof, measured at the longest line, the following will be provided:

Type	Quantity	Minimum Size
Evergreen trees*	12	8' height
Shade trees	3	2.5" caliper
Ornamental trees	3	6' height
Shrubs	As required	3' height

*Where narrow, upright evergreen trees are utilized such as red cedar or arborvitae, the evergreen tree quantity will be doubled.

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7.) *Filtered buffer.* This type of planting is required to soften the impact of a land use yet still allow views beyond the buffer area. In particular, this type of buffer will be provided around the perimeter of all parking areas, internal site access drives and the perimeter of a site which abuts any roadway, or an adjacent site; where a complete visual screen is not appropriate. The buffer will be provided to screen unsafe site distractions such as headlight glare and light standards; to provide a visually pleasing environment; and to provide spatial definition to avoid confusion. The following standards will apply:

- a) Areas lacking sufficient vegetation will receive landscape architectural treatment including planting, berming, fences or walls as necessary to provide a filtered visual screen.
- b) Planting will be provided in conjunction with berming, fencing or walls, or may be provided solely to create a filtered visual screen in a visually pleasing manner, in accordance with the quantities and minimum sizes below. If berms, fencing, or walls are provided, a decreased quantity of planting may be provided at the discretion of the Board.
- c) For every one hundred (100) linear feet or percentage thereof of buffer area, measured at the longest line, the following will be provided:

Type	Quantity	Minimum Size
Shade trees	4	2.5" caliper
Ornamental trees	As required	6' height
Shrubs	51	2' height

8.) *Parking areas.* The landscape architectural treatment of all parking areas will be designed to promote safe and convenient circulation; to avoid vehicular/pedestrian conflicts; to limit paved areas; to provide shade and reduce heat island effects; and to soften the overall visual impact of parking areas. The design of all parking areas will comply with the requirements of Subsection 520 Off-street Parking, Loading Areas, and Driveways with landscape architectural treatment as follows:

- a) Shade trees within the parking area will be provided at a minimum rate of 1 tree for every 10 parking spaces. The preservation or relocation of existing trees greater than 4" diameter at breast height (dbh) is encouraged to meet this requirement. Street tree or buffer plantings may not be considered to satisfy this requirement.
- b) In the islands at the ends of individual rows of parking spaces between access roads or aisles, planting will be provided to buffer the view of parked cars, provide shade, and cover the ground plane. The use of excessive quantities of unplanted stone or bark mulch must be avoided.
- c) Shrubs will have a minimum height of 2' at the time of planting and will be maintained between 24-30". The spacing of shrubs provided as a buffer will be as necessary to provide a continuous hedge or mass with plants touching at the time of installation.

Redevelopment Plan – Flying W Property

- d) Large parking areas will be minimized where possible and practical. Pedestrian/vehicular conflicts must be minimized through design, yet, when necessary, clearly defined by a change of vehicular and pedestrian paving and plant materials. Where possible, integrated landscape islands with walks will be provided and aligned with building entrances or focal points.
 - e) Parking lot lighting should be sited within landscape islands, and should be cut-off fixtures that direct light downward, and will be aimed so as to project their output straight down, unless otherwise approved. Trees will not hinder safe lighting coverage. Tree varieties and light photometrics and locations should be considered.
- 9.) *Open space/Reforestation.* The landscape plan or site plan for all site plan and subdivision submissions will address the planting of all open space in accordance with the standards set forth herein or another appropriate manner. In the site planning process, the provision and landscaping of green space or planting areas should be considered to enhance the visual quality of a site and provide spatial or directional definition as follows:
- a) A planted area will be provided around all buildings as appropriate relative to the architecture, anticipated use and to limit pavement to that necessary for access and appropriate use.
 - b) To provide immediate buffering, visual relief, and scale for large buildings having a gross floor area in excess of 10,000 square feet, large trees will be provided near the building perimeter (within 75 feet). The quantity of trees will be equal to one (1) tree for every 60' of building perimeter.
 - c) The tree size will be based upon the height of the building as follows:

Building Size (stories)	Minimum Tree Size
1	2.5" Caliper
2	3" Caliper
3	3.5" Caliper
 - d) The trees will be located in a manner consistent with the building architecture and site design and will provide maximum visual presence. Preserved or relocated existing vegetation may be utilized to meet this requirement.
- 10.) *Maintenance.* Maintenance of landscape areas is a crucial part of any land development and must be addressed for all common areas of residential development and all commercial development. Specifications for the perpetual maintenance of all outdoor areas on a site to assure a safe and attractive environment and to promote healthy growth of all plant materials will be provided.

Redevelopment Plan – Flying W Property

- 11.) *Irrigation.* Automatic underground irrigation systems will be provided in conjunction with all non-residential development. All irrigation systems will be designed to maximize water usage efficiency by minimizing evaporation and overspray. Rain sensors or soil moisture sensors are recommended to conserve water by reducing the unnecessary over watering of plantings. See Chapter 121 of the Municipal Code for Water Conservation Requirements.

VII. Affordable Housing, Property Acquisition, and Relocation

Affordable Housing

There are no existing or proposed affordable housing units to be removed so no replacement plan is required.

Identification of Proposed Property Acquisitions

The Flying W Property has been determined to be a Redevelopment Area, without Condemnation. There are no proposed property acquisitions.

Temporary/ Permanent Resident Relocation

The Redevelopment Area is not currently occupied by residents or housing of any type. Therefore, no relocation is necessary.

VIII. Plan Relationship to Definitive Local Objectives

Contiguous Municipalities

The municipalities contiguous to Medford Township include the Townships of Evesham, Mt. Laurel, Lumberton, Southampton, Tabernacle, Shamong, and Waterford. The closest point from the FWRA to any of the surrounding municipalities is Lumberton north of the site. The Redevelopment Plan for Medford is not anticipated to impact the Township of Lumberton or any other contiguous municipalities. To the contrary, the Redevelopment Plan satisfies Medford’s fair share of the regional affordable housing obligation.

Lumberton Township

The Lumberton Master Plan mentions both airports, Flying W and South Jersey in the Lumberton Master Plans and Reexamination Reports dated 1994 to 2009. The 2019 Master Plan Reexamination Report recognizes the historic role of the air facilities and supports the continuance of the activities occurring on the sites at the existing level and size. There is an emphasis on the preservation of farmland in the area to avoid potential land use conflicts between residential and the airport(s). Flying W is within the Rural Agricultural District where 2-acre densities are required for agriculture and residential uses. Furthermore, the plan notes the designated Redevelopment Area within Medford Township, and that both airports may

Redevelopment Plan – Flying W Property

undergo significant alterations, significantly impacting land use patterns. The Lumberton land use plans have consistently classified the Flying W Airport as a commercial land use.

The Lumberton Land Development Board by Resolution 2020-141 designated Block 41, Lots 3.01, 6, 7, and 8; Block 43, Lot 1; and Block 46.01, Lots 2.01 and 2.02 (Flying W and related properties) as an Area in Need of Redevelopment (Non-condemnation). The NJ Department of Community Affairs approved the Redevelopment Investigation conclusions and reinforced the determination that only part of Block 41, Lot 3.01 (the abandoned railroad right-of-way) should be included. As of this writing no conceptual plan has been provided and no Redevelopment Plan has been adopted by the Lumberton Township Committee or reviewed by the Lumberton Land Development Board.

Burlington County

Burlington County does not have a county master plan. The County has generally relied upon the New Jersey State Development and Redevelopment Plan for its land use policy for the county as a whole. Burlington County is the largest county in the State of New Jersey, consisting of 819 square miles.

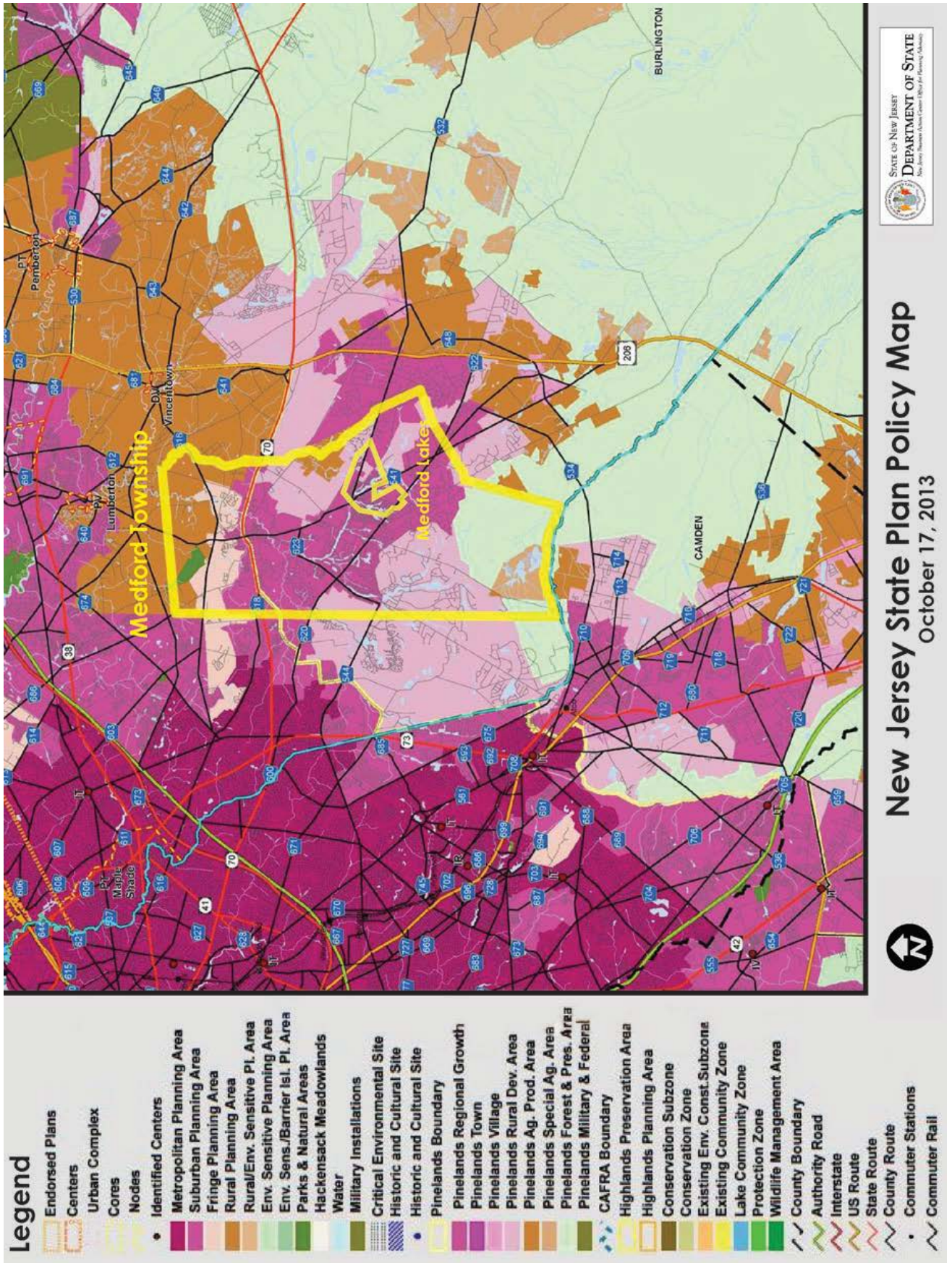
State Development and Redevelopment Plan

The 2013 New Jersey State Plan Policy Map designates this portion of Medford as Rural Planning Area. The State Strategic Plan of 2012 seeks to incentivize development and redevelopment in areas where infrastructure already exists to avoid escalating costs of expanded services. The Redevelopment Plan satisfies that overarching goal.

The New Jersey State Airport System Plan of 2006 characterizes Flying W as a Core Airport, an airport offering limited facilities and services, runways which support small single and twin engine general aviation aircraft, a minimum runway length of 2,200 feet, and meeting certain design standards. The report characterizes that only seven of the 28 (in 2006) private airports are eligible to receive federal Airport Improvement Program (AIP) funding. As characterized above, Flying W is not one of those eligible airports. The Plan cites several factors negatively impacting private airport facilities: (1) high property tax burden; (2) significant costs associated with regulatory compliance; and (3) inordinate expense and resistance when attempts are made to expand or improve an airport. The Plan notes that airport owners continuously expend capital and experience economic losses. Privately owned, public use general aviation facilities close because owners receive relatively low return on a large amount of capital encumbered in real estate. Furthermore, the plan states viable private airport businesses must be able to accommodate aircraft which require runways longer than 2,000 to 3,000 feet.

The following map illustrates the location context of Medford Township on the New Jersey State Plan Policy Map dated October 17, 2013.

Redevelopment Plan – Flying W Property



IX. Administrative and Procedural Requirements

Compliance with Affordable Housing Obligation

This Redevelopment Plan, as to the affordable housing component, is consistent with the Settlement Agreement with Fair Share Housing Center that was submitted to and approved by the New Jersey Superior Court as part of the Township’s Declaratory Judgment Action per N.J.S.A. 52:27D-313. The Township’s HE/FSP, which includes the 90-family rental affordable housing units to be constructed pursuant to this Flying W Redevelopment Plan, was approved by the entry of the Final Order of Compliance and Judgment of Repose Without Conditions by the Superior Court of New Jersey, Burlington County, Law Division on September 15, 2020. Compliance with the Township’s affordable housing obligation will be further reflected in the applicable Redeveloper’s Agreement.

Amending the Redevelopment Plan

Upon compliance with the requirements of applicable law, the Township Council of the Township of Medford may amend, revise, or modify this Redevelopment Plan, as circumstances may make such changes appropriate, following the required procedure of the LRHL as amended.

Duration of the Redevelopment Plan

The Redevelopment Plan, as amended, will be in full force and effect for a maximum period of twenty (20) years from the date of approval of the Redevelopment Plan, and will terminate when redevelopment of the Area has been completed.

Redevelopment Authority

The Township Council aka governing body will act as the redevelopment entity pursuant to the LRHL for purposes of implementing and carrying out this Redevelopment Plan. In doing so, the Township Council will have the powers set forth by the LRHL, and all other relevant statutes and regulations to effectuate all its duties and responsibilities in the execution and implementation of this Redevelopment Plan.

The above notwithstanding, pursuant to the LRHL, the Planning Board will have the responsibility to determine conformance of an application for development with zoning controls set forth within the Flying W Redevelopment Plan and other applicable Township land use regulations.

Severability

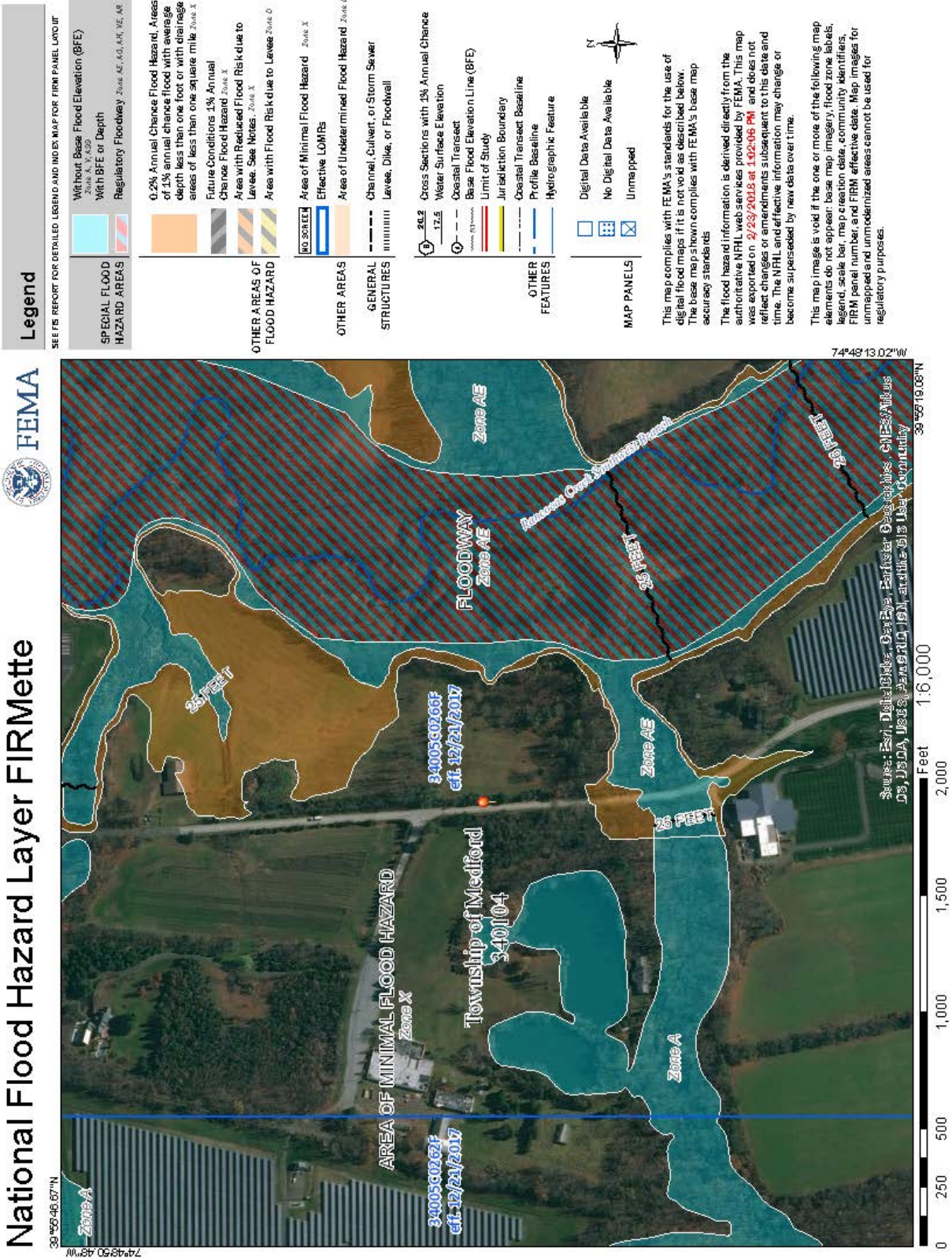
If any provision of the Flying W Redevelopment Plan will be adjudged by the courts to be invalid, such adjudications will apply only to the provision so adjudged and the remainder of the Plan will be deemed valid and effective.

Redevelopment Plan – Flying W Property

A. Bibliography

1. Local Redevelopment and Housing Law.
2. Medford Township Council Resolution #32-2017, dated January 17, 2017.
3. Medford Township Council Resolution #52-2017, dated March 7, 2017(amendment of block and lot numbers).
4. Planning Board Resolution #15-2017, dated April 26, 2017.
5. Township of Medford Resolution # 97-2017, dated May 16, 2017.
6. Settlement Agreement. Fair Share Housing and Medford Township, dated May 10, 2017.
7. “Policy Map of the State Development and Redevelopment Plan, Burlington County”. State of New Jersey Department of State. October 17, 2013.
8. Historic Aerials. Nationwide Environmental Title Research, LLC. 2015. <http://www.historicaerials.com>
9. Orthophotography. New Jersey Geographic Information Network: Image Warehouse. 2013. <https://njgin.state.nj.us>
10. “Smart Growth Areas Map”. State of New Jersey Department of State. <http://www.nj.gov/state/planning/maps/smartgrowthareasmap.pdf>
11. Updated and Revised Housing Element and Fair Share Plan, by Art Bernard and Associates, LLC, dated August 2020.
12. Medford Township, New Jersey Housing Element, by Art Bernard and Associates, LLC, dated June 21, 2017 and as amended June 28, 2017.
13. Planning Board Resolution #20-2017, entitled Resolution Adopting Housing Element as an Amendment to Township Master Plan, dated June 28, 2017.
14. 2014 Master Plan Reexamination Report, Taylor Design Group, November 14, 2014.
15. Route 70 Corridor Smart Growth Plan, Study & Recommendations, Alaimo Associates, (revised February 20, 2004).
16. Final Report of the Route 70 Ad Hoc Study Committee (February 11, 2005).
17. 2008 Master Plan Reexamination Report and Land Use Plan Amendment, Alaimo Associates (September 12, 2008).
18. Medford Township Master Plan Land Use Element, Thomas J Scangarello, (1982).
19. Circulation Element of the Master Plan for Medford Township, Burlington County, Thomas J Scangarello, (December 1985).
20. Guidelines for the Route 70 Corridor, Carter vanDyke (June 1987).
21. Township of Medford Land Use Plan Update, Coppola and Coppola, (1990).
22. Township of Medford Traffic Circulation Plan Element, Coppola and Coppola, (March 1995).
23. Township of Medford, Master Plan Combined Recreation and Conservation Plan Element, Coppola and Coppola, (November 1994).
24. Township of Medford, Master Plan Land Use Plan Periodic Reexamination and Update Report, Coppola and Coppola, Adopted July 22, 1996.
25. Master Plan Reexamination Report, Alaimo Associates (July 23, 2002).
26. Census.gov American Factfinder 2017- 2018.
27. Teleconferences and emails with and by Christopher Noll, PE, PP, CME, Township and Planning Board Engineer, January 2017– March 2021.
28. Meetings with Redeveloper team January 2018, February 2018, and March 2018, April 2020, May 2020.
29. Teleconferences and emails with John Kornick, PE, Redeveloper’s Engineering Consultant October 2017 to March 2021.
30. Township of Lumberton, Preliminary Investigation Non-Condensation Area in Need of Redevelopment, Taylor Design Group, Inc., September 10, 2020.
31. Correspondence Re: Review of Resolution 2020-141 designated Block 41, Lots 3.01, 6, 7, and 8; Block 43, Lot 1; and Block 46.01, Lots 2.01 and 2.02 (Flying W and related properties) as an Area in Need of Redevelopment (Non-condemnation), NJDCA to Township of Lumberton, dated October 16, 2020.

Redevelopment Plan – Flying W Property



Redevelopment Plan – Flying W Property

Appendix B - Flying W Concept Plan prepared by K2 Consulting Engineers, Inc., dated February 8, 2021, consisting of four (4) sheets, with Taylor Design Group, Inc. annotations illustrating “high visibility side and high visibility rear” locations lining Fostertown Road for enhanced side and rear architecture requirements; and sidewalk connections.

FAMILY DWELLINGS

ZONING REQUIREMENTS
ZONING DISTRICT: FLYING W REDEVELOPMENT
SINGLE FAMILY DETACHED BULK STANDARDS

LOT SIZE	3,250 SF
LOT FRONTAGE	37.2 FT
LOT WIDTH	30 FT/80 FT
LOT DEPTH	120 FT
FRONT YARD	10 FT
REAR YARD	15 FT
SIDE YARD	5 FT
AGGREGATE SIDE YARD	15 FT
MAX BUILDING COVERAGE	35 %
MAX LOT COVERAGE	55 %

*CORNER LOT REQUIREMENT

GENERAL NOTES:

- OWNER/APPLICANT: CAVE HOLDINGS-FLYING W, LLC
60 FOSTERTOWN ROAD
MEDFORD, NJ 08055
- TRACT IS KNOWN AS BLOCK 301, LOT 1 AND BLOCK 303, LOTS 1, 3 & 4 AS SHOWN ON THE OFFICIAL TAX MAP OF THE TOWNSHIP OF MEDFORD, BURLINGTON COUNTY, NEW JERSEY.
- PRESENT USE: ACTIVE FARMLAND AND AIRPORT
PROPOSED USE: REDEVELOPMENT AREA FOR RESIDENTIAL DEVELOPMENT
- BOUNDARY & TOPOGRAPHIC INFORMATION HAS BEEN BASED UPON A FIELD SURVEY AND PLAN ENTITLED "PLAN OF SURVEY" AS PREPARED BY JEFFREY R. GELLENTHIN, P.L.S. OF K2 CONSULTING ENGINEERS, INC., ON DECEMBER 21, 2017.

181 SINGLE FAMILY - MARKET RATE AGE RESTRICTED (55' x 70')
109 TOWNHOUSES - MARKET RATE AGE RESTRICTED (26' & 28 x 70')
290 TOTAL MARKET RATE - AGE RESTRICTED HOMES
90 AFFORDABLE APARTMENT UNITS



MOUNT HOLLY QUADRANGLE
NOT TO SCALE

Flying W—High Visibility & Pedestrian Circulation

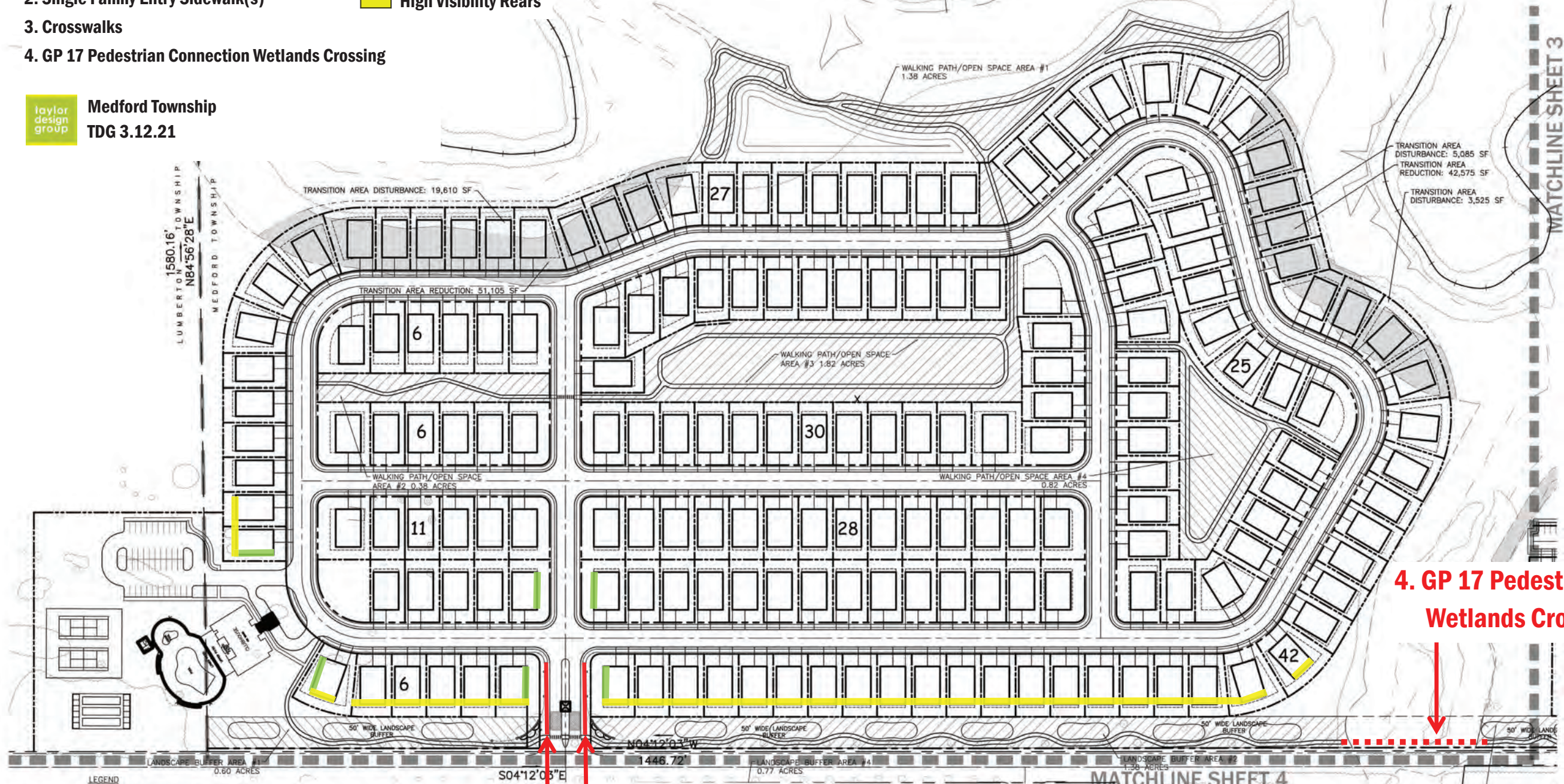
Additional Pedestrian Improvements

1. Fostertown Crosswalk
2. Single Family Entry Sidewalk(s)
3. Crosswalks
4. GP 17 Pedestrian Connection Wetlands Crossing

High Visibility Locations

- High Visibility Sides
- High Visibility Rears

taylor design group
Medford Township
TDG 3.12.21



4. GP 17 Pedestrian Connection Wetlands Crossing

2. Single Family Entry Sidewalk(s)

LEGEND

---	EXISTING PROPERTY BOUNDARY
---	PROPOSED EXTERIOR LOT LINE
---	PROPOSED INTERIOR LOT LINE
---	PROPOSED
---	PROPOSED
---	PROPOSED
---	PROPOSED
---	PROPOSED
---	MATCH-LINE
---	OPEN SPACE AREA/LANDSCAPE BUFFER
---	TRANSITION AREA REDUCTION
---	TRANSITION AREA DISTURBANCE



K2 Consulting Engineers, Inc.
Professional Civil Engineers
Certificate of Authorization
#000000187400

30 Tinner Street, Suite 100
Hackettstown, NJ 08033
Phone: 856.310.5200
Fax: 856.815.2441
www.K2CE.com

REVISION

DATE

REDEVELOPMENT PLAN - FLYING W / CAVE HOLDINGS, LLC
FLYING W AIRPORT REDEVELOPMENT AREA
BLOCK 303, LOTS 1, 3 & 4 AND BLOCK 301, LOT 5.01
SITUATE IN THE
TOWNSHIP OF MEDFORD, BURLINGTON COUNTY, NEW JERSEY

JOHN W. KORNICK, P.E.
Professional Engineer, New Jersey Lic. No. 24GE04928500

DATE: 02/08/2021
DESIGN BY: JMK
DRAWN BY: WFR
SCALE: 1" = 70'
JOB NO: PD16-063
SHEET: 2 OF 4

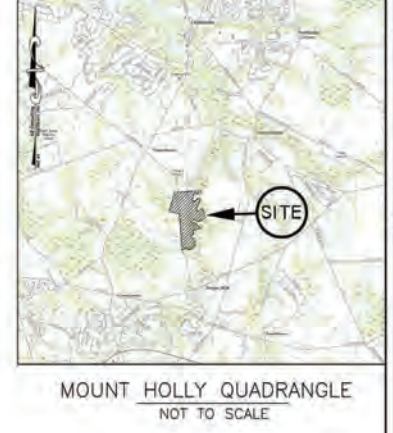
ZONING REQUIREMENTS
ZONING DISTRICT: FLYING W REDEVELOPMENT

TOWNHOUSE BULK STANDARDS		INTERIOR LOT	EXTERIOR LOT (END UNIT)
LOT SIZE	2,940 SF	2,940 SF	3,990 SF
LOT FRONTAGE	28 FT	28 FT	38 FT
LOT WIDTH	28 FT	28 FT	38 FT
LOT DEPTH	105 FT	105 FT	105 FT
FRONT YARD	10 FT	10 FT	10 FT
FRONT YARD TO GARAGE	20 FT	20 FT	20 FT
REAR YARD	10 FT	10 FT	10 FT
SIDE YARD	5 FT	5 FT	5 FT
DISTANCE BETWEEN BUILDINGS	20 FT	20 FT	20 FT
MAX BUILDING LENGTH	170 FT	170 FT	170 FT
MAX # OF UNITS PER BUILDING	6 UNITS	6 UNITS	6 UNITS
MAX BUILDING COVERAGE	35 %	35 %	35 %
MAX LOT COVERAGE	80 %	80 %	75 %

GENERAL NOTES:

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K2
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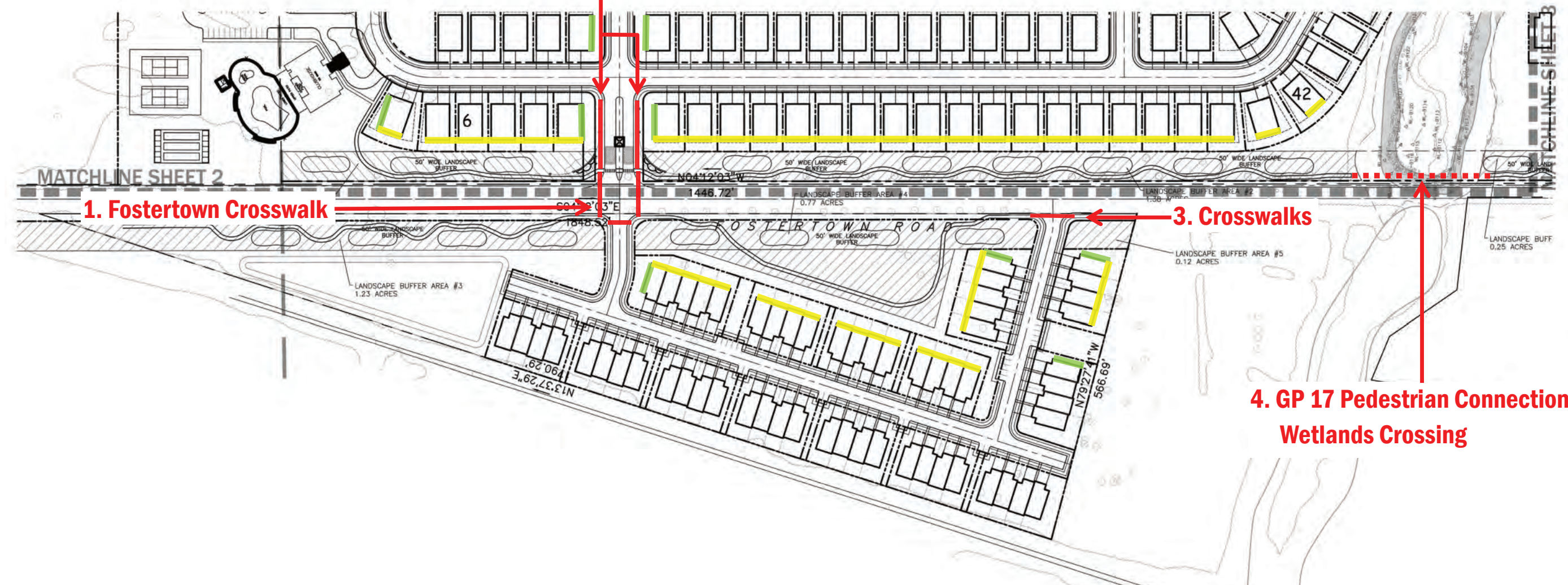
30 Tanna Street, Suite 100
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www.K2CE.com

2. Single Family Entry Sidewalk(s)

1. Fostertown Crosswalk

3. Crosswalks

4. GP 17 Pedestrian Connection Wetlands Crossing



LEGEND

- EXISTING PROPERTY BOUNDARY
- - - PROPOSED EXTERIOR LOT LINE
- - - PROPOSED INTERIOR LOT LINE
- - - PROPOSED SETBACK LINE
- - - PROPOSED CENTERLINE OF ROADWAY
- - - PROPOSED RIGHT OF WAY
- - - MATCH-LINE
- ▨ OPEN SPACE AREA/LANDSCAPE BUFFER
- ▩ TRANSITION AREA REDUCTION
- TRANSITION AREA DISTURBANCE

Flying W—High Visibility & Pedestrian Circulation

Additional Pedestrian Improvements

- Fostertown Crosswalk
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taylor design group
Medford Township
TDG 3.12.21



REDEVELOPMENT PLAN - FLYING W / CAVE HOLDINGS, LLC
FLYING W AIRPORT REDEVELOPMENT AREA
BLOCK 303, LOTS 1, 3 & 4 AND BLOCK 301, LOT 5.01
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