



2021 HARRISON TOWNSHIP MASTER PLAN RE-EXAMINATION REPORT

Township of Harrison, New Jersey

DRAFT FOR ADOPTION BY THE PLANNING & ZONING BOARD



LAST REVISED MARCH 16, 2021

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1.0 INTRODUCTION

Harrison Township, New Jersey is 19.84 square miles and is located in the central portion of Gloucester County, approximately 16 miles south of Camden, New Jersey. Harrison Township is bordered by the municipalities of East Greenwich Township, Mantua Township, the Borough of Glassboro, Elk Township, South Harrison Township, and Woolwich Township.

Exit 2 of the New Jersey Turnpike is located just outside the northeast corner of the Township and provides easy access to both metropolitan Philadelphia, Pennsylvania, and Wilmington, Delaware. New Jersey State Highway Route 55, which has two interchanges along the eastern side of the Township, provides limited access highway connections to Deptford, New Jersey to the north and to Vineland, New Jersey to the south.

U.S. Route 322 crosses the Township from west to east connecting not only with N.J.S.H. Route 55 and the New Jersey Turnpike, but also with I-295, which runs parallel to the Turnpike, and with the Commodore Barry Bridge, which crosses the Delaware River and provides access to I-95.

These major highways form the principal elements of the circulation system in Gloucester County and are important links between Harrison and surrounding communities.

Harrison Township, as well as other municipalities within the State of New Jersey, is required to maintain an up-to-date Master Plan and associated development regulations. The Township has undertaken this comprehensive review of its planning in accordance with the New Jersey Municipal Land Use Law (NJSA 49:55D-89) which requires, at least every ten (10) years, a general reexamination of the Township Master Plan and development regulations by the Land Use Board. This Re-examination Report fulfills this obligation. Furthermore, this report must be adopted by the Land Use Board by resolution and a copy sent to the County Planning Board and the Municipal Clerk of each adjoining municipality.

1.1 MASTER PLAN AMENDMENTS

It is important to note that the Land Use Element of the Master Plan was adopted by the Land Use Board on February 10, 2000, and that since that time the Master Plan has been amended in the following ways including reference to the prior adoption of other various elements:

1. Recycling Element on June 18, 1998.
2. Community Design Element on June 18, 1998.
3. Utility Element on July 16, 1998.
4. Historic Preservation Element on July 16, 1998.
5. Housing and Fair Share Element in February 1999.
6. A statement of Goals and Objectives on October 7, 1999.
7. Land Use Plan Element Adopted on February 10, 2000, Amended May 7, 2001.
8. General Re-examination of the Master Plan on April 7, 2004.
9. Amendment to General Re-examination of the Master Plan on April 20, 2006.

10. Watershed Based Municipal Stormwater Management Plan on May 18, 2006.
11. Open Space and Recreation Plan in 2002, which was Amended in 2006 and 2015.
12. Master Plan Re-examination Report on December 20, 2006.
13. Circulation Element Re-examination Report on February 15, 2007.
14. Amendment to the Land Use Element of the Master Plan – Richwood Area – on October 25, 2007 and Revised on November 19, 2007.
15. Amendment to the Land Use Element of the Master Plan – Route 77 Corridor – on October 25, 2007 and Revised on November 19, 2007.
16. Housing Plan and Fair Share Plan Adopted in May 2007.
17. Master Plan Re-examination Report on July 17, 2008.
18. Housing Plan and Fair Share Plan Adopted in November 2008.
19. Master Plan Re-examination Report in March 2013.
20. Master Plan Re-examination Report in December 2015, and Revised in January 2016.
21. Master Plan Re-examination Report in November 2018.
22. Master Plan Re-examination Report in May 2020.

1.2 REDEVELOPMENT INVESTIGATIONS & PLANS

This Re-examination Report has been prepared as a result of these changes and a local desire to maintain a current and relevant Master Plan and associated development regulations.

Harrison Township has undertaken the following Redevelopment Investigations and adopted Redevelopment Plans:

1. Richwood: Village Center – Preliminary Investigation and Redevelopment Plan
2. Chatham Road- Preliminary Investigation
3. Mullica Hill Gas Station – Preliminary Investigation and Redevelopment Plan
4. Route 322: Assisted Living – Preliminary Investigation and Redevelopment Plan
5. Breakneck and Cedar Road: Senior Housing – Preliminary Investigation and Redevelopment Plan
6. Block 4, Lot 1 – Preliminary Investigation and Redevelopment Plan
7. Henry Harris Landfill – Preliminary Investigation
8. Tomlin Station & Adjacent Parcels – Rehabilitation Plan
9. Mullica Hill Main Street – Preliminary Investigation and Redevelopment Plan
10. Historic District Rehabilitation – Preliminary Investigation
11. Barnsboro Road – Preliminary Investigation
12. East of Route 55 – Preliminary Investigation
13. Cedar Road and Route 45 – Preliminary Investigation and Redevelopment Plan

14. Route 322 Bypass and Route 322 - Preliminary Investigation
15. Mullica West - Preliminary Investigation and Redevelopment Plan
16. Route 55 East - Preliminary Investigation
17. Block 62, Lots 6, 7, & 8 - Preliminary Investigation and Redevelopment Plan
18. Main St at East Wolfert Station Rd - Preliminary Investigation
19. US 322 and Richwood Road - Preliminary Investigation
20. Block 29.06, Lot 10 - Preliminary Investigation and Redevelopment Plan
21. Block 41, Lots 1, 1.01, 2, & 2.01 - Preliminary Investigation and Redevelopment Plan
22. Tomlin Station Road - Preliminary Investigation
23. Block 56, Lots 1.03, 1.04, 1.05, 2, 3.01, 3.02, 4, 4.01, & 4.02 - Preliminary Investigation
24. Mullica Hill Commons Shopping Center - Preliminary Investigation and Redevelopment Plan
25. Block 59, Lots 17, 17.02, 17.03 - Amended Redevelopment Plan
26. Inspira Hospital - Redevelopment Plan
27. Tomlin Station Redevelopment Area - Redevelopment Plan
28. Block 46, Lot 5 - Preliminary Investigation
29. Block 46, Lot 2 and Block 47 Lots 1, 2, 3, 3.01, and 4 - Preliminary Investigation
30. Richwood Redevelopment Parcel J - Preliminary Investigation
31. Heritage Properties - Preliminary Investigation
32. Richwood Dunkin Donuts Phase II - Redevelopment Plan
33. Vierick Parcel Affordable Housing Redevelopment Plan
34. Block 32, Lot 4; Block 33, Lots 2, 2.01, 2.03, 3, 3.01, and 14 - Preliminary Investigation
35. Willow Oaks - Redevelopment Plan
36. American Surgical Arts - Redevelopment Plan
37. Police Station Area - Preliminary Investigation
38. Block 40, Lot 2.01 - Preliminary Investigation
39. Route 45 Area - Preliminary Investigation
40. Block 44.06, Lot 13 - Preliminary Investigation
41. Block 52 - Preliminary Investigation
42. Mullica Hill Shopping Center - Preliminary Investigation and Redevelopment Plan
43. Block 61.01 - Preliminary Investigation
44. Naples Pizzeria - Redevelopment Plan

2.0 OVERVIEW

According to the New Jersey Municipal Land Use Law (MLUL) this Re-examination Report must discuss and contain the following:

2.1 REGULATIONS FROM THE MLUL

2.1.1 **The major problems and objectives related to land development in the Township at the time of the adoption of the last Master Plan or Re-examination Report.**

The 1999 Master Plan created a list of Planning Assumptions and Township Goals for Planning and Development. A list of these goals and objectives can be found below in **Section 4.0** Master Plan Goals and Objectives with comments relevant to this Re-examination Report.

2.1.2 **The extent to which such problems and objectives have been reduced or have increased subsequent to such date.**

The goals, objectives and recommendations of the Master Plan have been reviewed to determine the extent to which they have achieved, reduced, or increased in importance, or whether new goals, objectives or recommendations are needed in light of changing conditions.

Since the last major Master Plan update in March of 2013, there have been a few changes in the problems and objectives to addressed by the Master Plan. One is the rehabilitation of Mullica West for 168 affordable apartments located in seven residential buildings and the approval to construct two additional buildings for another 48 affordable units. Affordability controls have been placed on the units. Another notable impact is the COVID-19 global pandemic which has shifted the amount and type of development pressure in the Township. Further information of these impacts can be found in **Section 4.0** Master Plan Goals and Objectives.

2.1.3 **The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis of the Master Plan and development regulations, as last revised, with particular regard to the density and distribution of land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials and changes in State, County and municipal policy and objectives.**

The assumptions and policies that formed the basis of the Master Plan have not changed significantly, but the Township continues to periodically reevaluate its current land use patterns and zoning to identify those areas that may be suitable for additional residential development.

2.1.4 The specific changes recommended for the Master Plan development regulations, if any, including underlying objectives, policies and standards, whether a new plan or regulation should be prepared.

As a response to steadily increasing pressure for additional residential development, this re-examination offers an analysis of a potential zoning adjustment to ensure future development is consistent with Townships goals.

2.1.5 The recommendations of the Planning Board, concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law, into the Land Use Element of the Master Plan and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The purpose of these Re-examination requirements are to ensure that the local master plan and development regulations remain viable, current and capable of addressing the development pressures and concerns of the Township.

3.0 MASTER PLAN GOALS & OBJECTIVES

The Master Plan of the Township of Harrison has been developed by the Planning Board based upon a number of assumptions, each of which has been important in determining the policies and recommendations of the Master Plan.

3.1 MUNICIPAL PLANNING ASSUMPTIONS

3.1.1 Harrison Township has and will continue to experience development pressure in the future.

Harrison Township has experienced a substantial increase in development applications and interest in the past fifteen years. The upgrades made to N.J.S.H. Route 55 between Deptford and Port Elizabeth have spurred this activity, as well as construction of the Route 322 By-pass and the widening of Route 322.

As developers and builders look for available land in the middle and southern portions of Gloucester County, the primary attraction for many of them appears to be the rural settings found in the vicinity of the villages of Mullica Hill, Richwood, and Ewan and the overall agricultural and rural setting of the Township. As the builders and developers of homes have begun to seek alternative locations to the traditional expensive and built up communities in Burlington and Camden Counties, Harrison Township has been discovered as an unspoiled community that can attract higher income families and quality non-residential development.

Several redevelopment areas that adjacent to or overlap with parcels in this Re-Examination Report have been designated to provide a range of market rate and affordable housing and commercial amenities in strategic areas within the Township. The Tomlin Station Redevelopment Area Plan allows for the construction of a combination of commercial uses and up to 400 affordable multifamily residential units. The redevelopment area is envisioned to consist of high-quality buildings and public spaces, such as park-like open spaces and a tot-lot playground, designed and marketed to help meet Harrison Township’s affordable housing obligation. Intense development is also expected to soon occur within the Richwood area. This area is anticipated to include of a mix of housing, commercial, and retail uses adjacent to both Route 322 and NJ-55.

3.1.2 Development potential is constrained primarily by the capacity of the sanitary sewer systems and the large amount of land that falls within the New Jersey Department of Environmental Protection-defined wetlands, which have severe regulations governing development.

Approximately 25% of the land within the Township falls into the category of wetlands as defined by the State. Based upon the review of recent development applications it is likely that regulations governing wetlands (including buffers) will cover over 30% of the land within the redevelopment areas.

In addition to this condition, many of the soils have limitations for the placement of on-site septic systems. State of New Jersey regulations governing the use of septic systems have been steadily getting more stringent. As a result, the development of land within the Township will be limited to residential lots a minimum of one (1) acre in size unless it is served by a public sanitary sewer system.

3.1.3 Agricultural uses will continue to decline as development pressure increases land values.

Agricultural uses, which occupied approximately 90% of land within the Township at the time of the 1977 Master Plan, have declined as suburban development continues to increase. Additionally, the general decline in income from farming, coupled with the ongoing increase in land values, will make the sale of farmland an attractive economic prospect for many owners of farms located within the areas of highest demand for new suburban housing.

3.1.4 Environmental concerns have become a priority with regard to new development.

As we adapt to 21st century climate challenges, protection of the environment is of great concern. The limitations to development on wetlands have rendered some portions of Harrison Township undevelopable and available for open space. These provisions will continue into the next decade.

Recent studies have shown that the collective amount of effluent from on-site septic systems has had a more serious effect than previously thought on both surface and ground water quality. As a result, more stringent limitations on the use of individual wells and on-site septic systems can be expected in the future.

3.1.5 The plan does not assume any major economic upheavals.

All plans must recognize that the economy works in a cyclical manner. A significant portion of the past few decades has seen a sustained period of growth, which has resulted in the current development pressures in the Township despite periods of national economic stagnation or decline. The Master Plan recognizes that such cycles occur. The goals and objectives of the Master Plan do not unrealistically call for the expenditure of public money for unnecessary improvements. Rather, the plan attempts to tie the economic activity in the private sector with those “public” improvements necessary to adequately serve new residents and businesses in the Township.

The recent COVID-19 global pandemic has created economic and social upheaval that will impact development patterns and change how people live, work, and play. As of the time this is written, the long-term impacts are still unknown. But there will likely be a change in the demand for classic office as well as retail space.

3.1.6 The plan seeks consistency with other area wide planning policies.

The master plans of adjacent municipalities have been consulted and reviewed in the course of developing the Harrison Township Master Plan. Additionally, the Harrison Township Master Plan conforms to that of Gloucester County, the Delaware Valley Regional Planning Commission, and takes into consideration the New Jersey State Development and Redevelopment Plan.

3.2 TOWNSHIP GOALS

The primary planning goals of the 1999 Harrison Township Master Plan were identified in the categories of community character, historic preservation, natural features, agricultural lands, open space, visual character, community balance and community facilities. Township goals also include those that have been identified in the NJ Municipal Land Use Law.

3.2.1 Township Goals for Planning and Development

1. Provide for the continued scenic and low density nature of the Township by guiding development and land uses to protect and enhance the character of the Township. Consider the importance of existing village centers to the present Township landscape and image and develop a land use plan and development regulations which protect their integrity.

2. Preserve and protect the Mullica Hill Village historical area and other historic areas of the Township which contribute to both the positive image and economic strength of the Township.
3. Protect the critical natural features and resources of the Township such as floodplains, woodlands, steep slopes, wetlands, and bodies of water. Use these natural features to organize and separate where necessary different types and intensities of land uses in the Township. Establish controls on the permitted disturbance of critical resources during land development.
4. Work in collaboration with the appropriate County and State agencies to protect and establish development controls of critical natural resources of the Township.
5. Utilize the natural boundaries to organize and direct different intensities of land uses in the Township.
6. Promote the maintenance of agricultural uses where such uses are economically feasible. Promote the orderly development of agricultural lands for residential and commercial uses, where desirable, in order to reduce development pressure on agricultural lands within the Township. Encourage the protection of prime agricultural lands within the Township.
7. Recognize that open space preservation must become the responsibility of the Township and that the agricultural community will not be able to continue to assure that open space will remain in the community forever. Provide for the preservation of visual open space for protecting both woodlands and open space for adequate recreational facilities.
8. Establish policies governing the development of land that will promote the preservation of views from the roadway and which will retain the visual “rural character” of the community. It is in the Township’s interest to promote high quality development through architecturally compatible design. Establish design guidelines for primary roadways and new developments to enhance the uniformity of the Township.
9. Encourage mixed uses such as residential, commercial, and industrial to create a well-integrated community. A mix is encouraged for the convenience of the residents and enhancement of the tax base of the Township. The land use plan and development regulations should be designed to minimize conflicts between activities so that one land use does not adversely affect neighboring land uses.
10. Allow for the expansion of public facilities to grow in order to fully satisfy the present and future needs of the Township residents.

3.2.2 Residential Development Objectives

1. Provide a variety of dwelling unit types and densities to meet the varying needs of the current and future residents of the Township.
2. Promote resident safety through design standards for streets, sidewalks, and crosswalks.
3. Provide for neighborhood commercial and retail to service the residential community without disrupting their character and aesthetic quality.

4. Assure adequate living space for all, providing sufficient land area for each dwelling unit and provide soundly constructed and attractive dwelling units.

3.2.3 Commercial Development Objectives

Orderly community growth should be promoted in areas where municipal services such as sewer and water are or will be provided. The commercial and community needs of each village center and its surrounding residential areas shall be provided in a “village center.” Commercial enterprises outside the village center should be located in the immediate vicinity of the limited access highway interchanges as part of planned commercial developments. This goal may be achieved through the following:

1. Provide a range of commercial activities of adequate size to serve the existing and future residents of the Township.
2. Promote the development of attractive and safe neighborhood and highway commercial activities through landscaping and buffer regulations.
3. Recognize the historic Mullica Hill community as the town center of Harrison Township as a major focal point of the cultural heritage of the community and the economic base.

3.2.4 Circulation System Objectives

The circulation system for the Township should provide safe and efficient movement of goods and people and should be integrated with that of County and State. To achieve this goal, planning should:

1. Provide a road network which tries to separate through traffic from local traffic by providing alternate routes for regional traffic.
2. Provide for entrance/collector roadways and residential streets within new developments so that there is a visually apparent road hierarchy.
3. Provide for the development of a pedestrian system throughout the Township through stream corridors and open space, thus encouraging use of community facilities.

3.2.5 Natural Resource Objectives

Harrison Township has been fortunate to have most of the streams and stream corridors preserved and protected from development. The continued preservation of these and other natural resources should be encouraged. To achieve this goal, planning should:

1. Cooperate with New Jersey Department of Environmental Protection in the protection of wetlands and other natural resources.
2. Adopt a storm water management plan which will promote cooperative development of watershed drainage programs which will minimize the total reliance upon on-site water detention and storage on a project-by-project basis.
3. Restrict development on steep slopes so as to reduce the negative effects of vegetation clearing on erosion and stream bank stability.

4. Restrict development within the 100 year storm flood plain as defined by FEMA or New Jersey Department of Environmental Protection. In the absence of such information establishing flood plains or stream encroachment lines, development applications should be required to submit a HECII analysis of the stream in question to establish such limit lines.
5. Protect stream and pond water quality through development regulations which adequately protect these water bodies from erosion and siltation and from contamination from on-site septic systems.

3.2.6 Utilities System Objectives

1. Consideration of the extension of the water and sewer systems in order to promote the development of land.
2. De-regulation in New Jersey will extend a hand in providing for affordable utility options where new developments are built.

3.2.7 Community Image and Attractiveness Objectives

The Township has the opportunity to build upon the historic character of its visually attractive historic village area and to mold a landscape virtually unspoiled by typical suburban development. To do this, planning should:

1. Enhance the entrances into the Township by providing aesthetic regulations.
2. Promote the attractiveness of new residential development and the maintenance of existing neighborhoods with an attractive street planting program.
3. Adopt sign regulations which prevent the proliferation of signs in commercial areas and which will add to the visual quality of village centers.
4. Encourage new development in the existing villages to be compatible to their architectural style and scale of the building.

3.2.8 Community Facility Objectives

As a growing community, the Township will need to provide for additional community facilities, particularly for recreation and municipal activities. To do this, planning should:

1. Provide a community activity center for the Township.
2. Develop municipal park and recreation areas in conjunction with or adjacent to schools, wherever possible.
3. Promote the use of school facilities for adult and community meetings and activities.
4. Provide for the timely expansion of municipal buildings and services to meet the needs and expectations of the Township residents.

3.2.9 Employment Objectives

The Township should direct its efforts toward the location and development of planned office industrial-warehouse areas in the immediate vicinity of the major regional traffic arteries in order to take advantage of the regional transportation network and to limit impacts within the critical portion of the Township. To achieve this goal, planning should:

1. Promote the development of clear industrial uses, office-warehouse uses, and commercial services uses in locations which have good regional roadway service which will not adversely affect existing or proposed residential development.

3.2.10 Municipal Government Service Objectives

In order to provide for the continued development of Harrison and the efficient provision of necessary and desired municipal services in the most cost-effective manner possible, the Land Use Board should:

1. Provide a Master Plan that can be legally and financially implemented.
2. Regularly review and update the Land Development Ordinances of the Township.
3. Coordinate the extension and expansion of public utilities and roadways with the development community to promote the equitable sharing of improvement costs as permitted by the New Jersey Land Use Law.

4.0 C-6 ZONING ADJUSTMENT

Route 322 is a major western gateway into and artery through Harrison Township, and is beginning to face increasing development pressure that challenges the balance of community interests and economic development with preserving the Township's rural character. The zoning code needs to ensure that key entry-points to the Township along this major road remain attractive and welcoming.

This Re-examination Report examines several sites in this area on and off of Route 322 that are all currently zoned C-6 Flexible Planned Commercial District (see **Figure 1** on **page 13**). The intent of the C-6 Flexible Planned Commercial District is to "provide opportunity for efficient and coordinated commercial development within planned developments suitable for location near existing residential areas which would benefit from close proximity to major roadway networks."

With this goal in mind, C-6 zoning can accommodate commercial many uses, but several key adjustment will ensure that any development within the zone will be more in line with the Township's Goals for Planning and Development.

4.1 EXISTING CONDITIONS

Block 2, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 17; Block 20, Lots 1, 1.01, 1.03, 1.04, and 9; Block 23, Lots 1, and 1.01; Block 25, Lot 10; Block 30, Lot 1; Block 49, Lots 1, 1.06, 1.07, and 1.08 are all currently zoned C-6 (**Figure 2**).

The Lots in Blocks 2, 20, 23, 25, and 30 are all located on the east side of the Township near Barnsboro Road and Mullica Hill Road. The Lots in Block 49 are located on the west side of the Township near Tomlin Station Road and Swedesboro Road.

Block 49 is surrounded mostly by R-1 zoning to the north, east, and south, with C-57 zoning to the west (see **Figure 3** on **page 14**). Blocks 30 and 25 are surrounded by R-1 zoning to the west and east, C-1 zoning to the south, and R-2 zoning to the southeast. To the north of Block 30 is the municipal border. Blocks 2 and 23 are surrounded by institutional zoning to the east, C-2 zoning to the south, Adult Community (AC) zoning to the west and C-1 zoning to the northwest. Blocks 20 is surrounded by R-1 zoning to the southwest, Professional Office (PO) zoning to the west and east, and institutional zoning to the north (see **Figure 4** on **page 14**).

4.2 NEED FOR ZONING ADJUSTMENT

Currently, 30 parcels are zoned as C-6. Four of them are on the west side of Harrison, near Tomlin Station. The remaining 26 parcels are on the east side of Harrison near the Richwood gateway. All of these parcels are important entry-points to Harrison Township. In addition, only a few of the parcels are along Route 322, the main road through the Township.

Changing the C-6 zoning code to (1) create more specific guidelines for outdoor storage and visual clutter and (2) remove auto-oriented maintenance and service stations are important to

Figure 1. Harrison Township - C-6 Zoning Adjustment Sites



Figure 2. Harrison Township - C-6 Zoning Adjustment Sites Detail

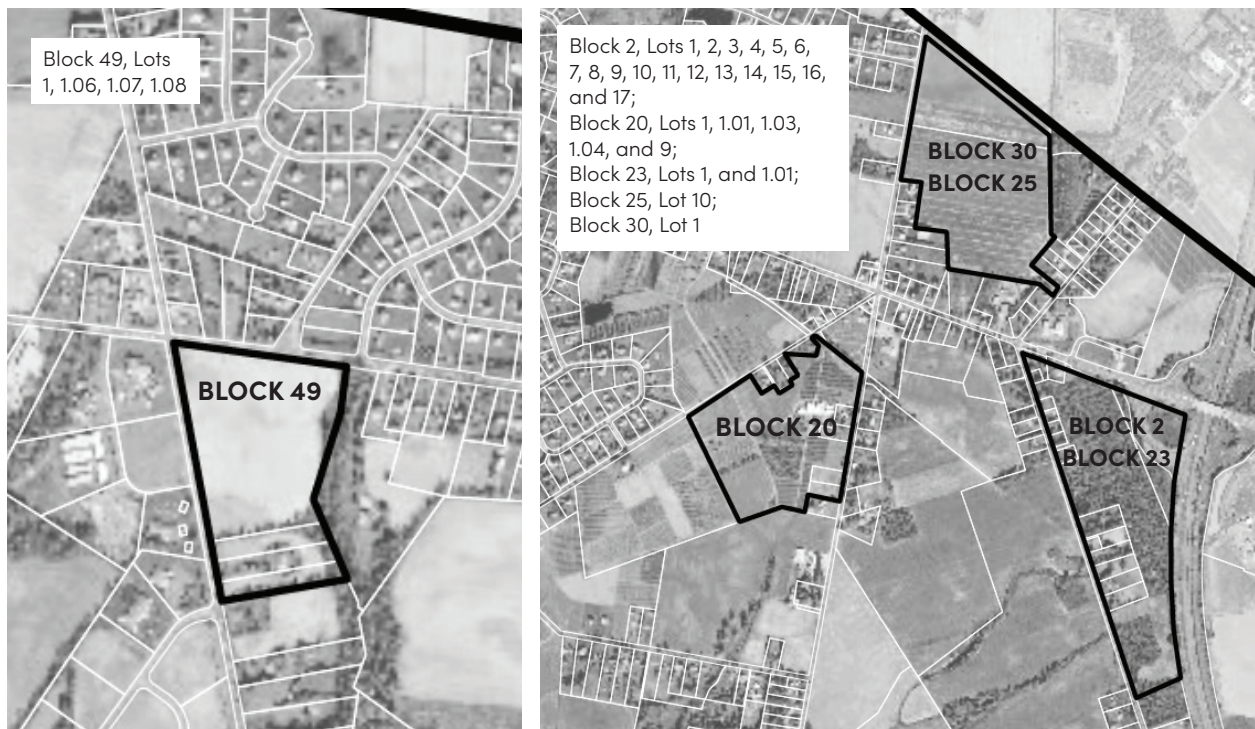


Figure 3. Block, Lots, and Zoning of West Site Area

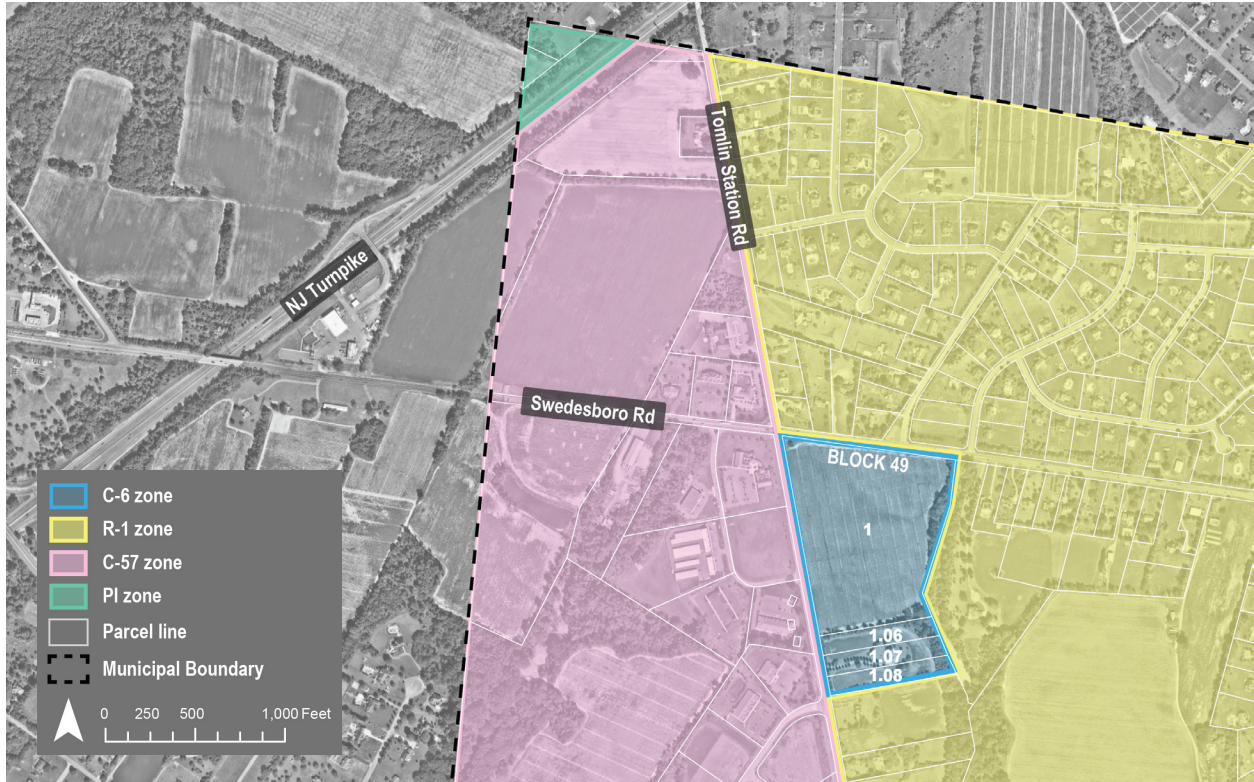
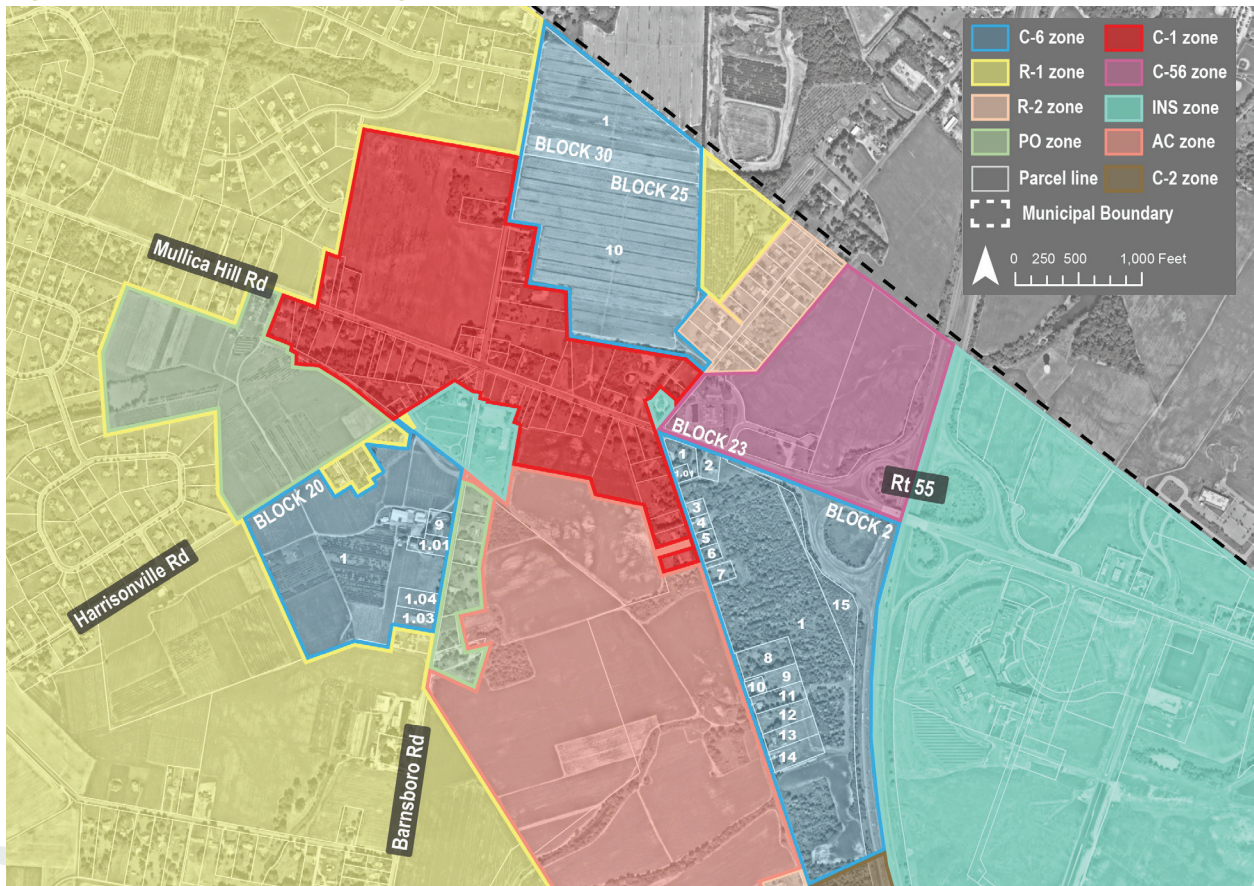


Figure 4. Block, Lots, and Zoning of East Site Area



create a gateway to the Township, to make development consistent with the site context, and to make sure the uses are compatible with the location.

This zoning change will eventually reduce the potential for future land use conflicts as well as prevent any issues arising from proposals that may be at odds with community goals for architectural character. These changes would also help Harrison Township further the goals and objectives of both their 1999 Master Plan, and the subsequent Master Plan Re-examination reports discussed in [Section 3.0 on page 5](#).

4.2.1 Gateway

Route 322 cuts through Harrison Township and several of the Lots and Blocks in the C-6 zone are important gateway sites for future development. It is important that these developments are guided to cut down visual clutter and be represent the Township's character. Auto-maintenance and service uses are not compatible with this. Neither is open storage or self-storage.

In addition, the Lots in Blocks 2, 23, 25, and 30 in this study are included in the Richwood Redevelopment Plan, which was adopted in February 2020. The goal of the Richwood Redevelopment Area is to create an "attractive, walkable, mixed-use community". Within this vision, which can be found in section 2.1 of the Richwood Redevelopment Plan, is the idea that this are a should provide residents with the "opportunity to live, work, shop, and dine without requiring residents to use a car as their main mode of transportation."

Building an auto-maintenance or service shop on one of these parcels would not be consistent with that Redevelopment Plan.

4.2.2 Site Context

In addition to the being important Gateway sites, the development on these sites should be visually consistent with the surrounding architecture and character of the Township. Adjacent properties are residential in building scale and site disposition, with landscaping between the building and property lines except where parking and access is located. They have developed this way over time due to transportation, sewerage, and other infrastructure considerations. It is within the Township's goals to maintain this type of contextual design at these locations.

Recent construction in the area has been respectful of the rural setting, with most buildings smaller than 20,000 square feet and set back among landscaped open space. Changing the zoning of the area to one with new size and lot coverage requirements should reduce the potential for future land use conflicts as well as prevent any issues arising from proposals that may be at odds with community goals for architectural character.

West (Block 49)

Block 49 sits at a major intersection of Swedesboro Rd and Tomlin Station Rd. The future use on the corner, Lot 1, should be consistent with the other corners. Specifically, an auto-maintenance or service use often has the parking and auto-uses on the street frontage. That is not visually consistent with the newer development in the Township (see [Figure 5](#)).

Figure 5. Site Context for Block 49



In addition, the area to the west of Block 49, was recently re-zoned from C-55 to C-57 through a Master Plan Re-Examination in May 2020. The goal of the re-zoning was similar to the goal of this zoning adjustment - to prevent any issues arising from proposals that may be at odds with community goals or architectural character.

East (Blocks 2, 20, 23, 25, and 30)

Similar to Lot 1 in Block 49, Lot 1 in Block 23 is at the key intersection of Mullica Hill Rd and Aura Rd. It currently has a building on it. Future development should also not have an auto-use frontage the road.

In the surrounding Lots and Blocks. The majority of the uses across the street are residential or agricultural. An auto-maintenance shop, self-storage, or a visually cluttered site would not be compatible with these uses.

4.2.3 Proximity to Route 322

Route 322 is the highest capacity roadway cutting through Harrison Township. If someone needed an auto-maintenance or service shop off of Route 55 or the NJ Turnpike, they would likely want it to be along Route 322. However, most of the Lots in the C-6 zone don't have frontage along this main road and, in turn, are not suitable for such uses.

West (Block 49)

The part of Block 49 that is in C-6 zoning is made up of only 4 Lots. Of those, only Lot 1 has frontage along Route 322 (Swedesboro Rd). The rest of the Lots are about ¼ mile down Tomlin Station Rd. Lot 1 is the only place in this area that could be sited for an auto-maintenance or service shop, but for reasons above in the Section 7.1.1 Gateway and 7.1.2 Site Context, this is not the highest and best use for the Lot.

East (Blocks 2, 20, 23, 25, and 30)

Of the Blocks in the western area, only Blocks 2 and 23 have frontage along Route 322. The majority of the Route 322 frontage in Block 2, Lots 2 and 15, are the on-ramp to Route 55, so they are not suitable for an auto-maintenance or service shop. Block 23, Lot 1, at the corner of Mullica Hill Road and Aura Rd, already has a building on it and, for reasons in Section 7.1.1 Gateway and 7.1.2 Site Context, the auto use would not be suitable.

4.3 PROPOSED EDITS TO THE ZONING CODE

The purpose of the C-6 zoning code is to provide opportunity for efficient and coordinated commercial development. In light of the site suitability issues stated above and the existing conditions outlined above in 7.2, it is recommended that the following edits are made to the C-6 zone to ensure it continues to fulfill its goal and supports the Master Plan.

Text that is ~~red and struck-through~~ is proposed to be cut. Text that is **red** is a new proposed addition.

4.3.1 Text from C-6 Flexible Planning Commercial District

§ 225-18.3. C-6 Flexible Planned Commercial District. [Added 8-2-2005 by Ord. No. 15-2005; amended 7-2-2007 by Ord. No. 25-2007; 11-17-2008 by Ord. No. 39-2008]

- A. Specific intent. The purpose of the C-6 Flexible Planned Commercial District is to provide opportunity for efficient and coordinated commercial development within planned developments suitable for location near existing residential areas which would benefit from close proximity to major roadway networks.
- B. General district regulations.
 - 1. Unified plan. Development in this District shall be planned as a unified, harmonious grouping of buildings, services, parking areas, buffer areas, and drainage areas where required, and landscaped open space, planned and designed as an integrated unit.
 - 2. Location of the C-6 Zone. The lands enumerated below are classified as C-6 Flexible Planned Commercial District: Block 2, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 ; Block 20, Lots 1, 1.01, 1.03, 1.04, 9; Block 23, Lots 1, 1.01; Block 25, a portion of 10; Block 30, Lot 1; Block 49, Lots 1, 1.06, 1.07, 1.08. [Amended 2-17-2009 by Ord. No. 04-2009; 5-6-2013 by Ord. No. 16-2013]
 - a. The following lands identified upon the Tax Map of the Township of Harrison shall be zoned C-6 as an overlay use in addition to the R-1 uses presently applicable:
 - i. Block 20, Lots 2, 3, 4, 5, 10, 11, 12.
 - ii. Block 25, Lots 1, 2.

- b. The following parcels of lands identified upon the Tax Map of the Township of Harrison shall be zoned C-6 as an overlay use in addition to the R-2 uses presently applicable:
 - i. Block 25, Lot 8.
 - 3. General development plan: same as § 225-18.1B(3).
 - 4. Municipal development agreement: same as § 225-18.1B(4).
 - 5. Sewer and water facilities: same as § 225-18.1B(5).
 - 6. No one use shall occupy a floor area in excess of ~~75,000 square feet~~. 20,000 square feet.
- C. Permitted uses. A building or combination of buildings may be erected, altered, or used, and a lot may be used or occupied, for any one of the following purposes or a combination of the following purposes as long as the proposed combination of uses is consistent with sound planning and meets the requirements of preserving the public safety as set forth in the ordinances of the Township of Harrison:
- 1. Food stores, including supermarkets, bakeries, and confectionery shops where the production of baked goods is to be sold only at retail on the premises, dairy products, and meats.
 - 2. Drugstore.
 - 3. Bakery.
 - 4. Clothing, apparel, and accessories stores, including shoe stores, furriers, and custom tailors and dressmakers.
 - 5. Shoe repair.
 - 6. Jewelry store.
 - 7. Gift shops, including camera, book, stationery, antique, musical supplies, cosmetics, candy, cigarettes and tobaccos, flowers, hobby, jewelry, leather, and luggage shops.
 - 8. Bookstore, stationary store.
 - 9. Radio, TV, and music store.
 - 10. Dry goods and notions store.
 - 11. Hardware store; sporting goods.
 - 12. Newspaper and magazine sales.
 - 13. Eating establishments, including restaurants, lunch counters, delicatessens, tearooms, cafes, confectionery or similar establishments serving food or

beverages which are consumed inside the establishment. Further provided that no restaurant or similar use shall be conducted as a drive-in or drive-through service establishment. [Amended 4-16-2012 by Ord. No. 24-2012]

14. Finance and loan agencies.
15. Offices for the conduct of medical and other professional, real estate and insurance and banks, including branch banks, messenger or telegraph services, and general and administrative offices.
16. General merchandise stores, including department stores, "5 and 10" variety stores, general merchandise discount stores, drugstores, and sporting goods.
17. Furniture, home furnishings and equipment, including household appliance stores, hardware, paint and glass stores, radio, and television stores, including services.
18. Personal service shops, including dry cleaning, barber, beautician, shoe repair, laundromat and laundry pickup services and tailor.
19. Indoor recreational facilities which relate to sporting activities, such as skating rink, soccer fields, tennis courts, swim clubs, volleyball, and indoor physical fitness centers, theaters, and bowling alleys, provided that the use is carried on within a completely enclosed structure.
20. Artists' and photographers' studios.
21. Mortuaries.
22. General service or contractors' shop, including carpenter, cabinetmaking, furniture repair, light metalworking, garment manufacturing, tinsmith, plumbing, or similar shops, **subject to the following special requirements:**
 - a. **No storage of materials and trucks, and no repair facilities or housing of repair crews in open area.**
23. Business office of a builder, carpenter, caterer, cleaner, contractor, decorator, dyer, electrician, furrier, mason, painter, plumber, roofer, upholsterer, and similar non- nuisance businesses, excluding open storage of materials and excluding open storage of motor vehicles, **subject to the following special requirements:**
 - a. **No storage of materials and trucks, and no repair facilities or housing of repair crews in open area.**
24. **Utilities that include:** Substation, telephone central office, electric and gas facilities, sewage lift stations, water pumping station, utilities, and communication towers, subject to the following special requirements:
 - a. No storage of materials and trucks, and no repair facilities or housing of repair crews ~~within completely enclosed buildings.~~ **in open area.**
 - b. The architectural design of the exterior of any building shall be in keeping with other structures in the neighborhood.

25. Dental or medical laboratories.
 26. Catering establishment.
 27. Business and instructional school, not including trade school.
 28. Dance studios.
 29. Research, development and testing of new products, laboratories.
 30. Agriculture, subject to the provisions of § 225-133, Agricultural regulations.
 31. Day-care or nursery facilities.
 32. Transit station or transportation facilities.
 33. ~~Storage for personal household goods.~~
- D. Permitted conditional uses. The following principal uses are permitted conditionally upon a determination by the Planning Board that the use can be provided in a manner that will minimize the impact upon adjacent properties and will conform with the additional standards provided herein and in Article XXI of this chapter:
1. Convenience store, provided that the following standards shall be met:
 - a. Minimum required lot area.
 - i. Lot served by public sewer and public water: 43,560 square feet.
 - ii. Lot not served by public sewer and public water: 65,340 square feet.
 - b. Minimum street frontage: 200 feet.
 - c. Minimum lot width: 200 feet.
 - d. Minimum lot depth: 180 feet.
 - e. Minimum building setback from any lot line abutting a street shall be:
 - i. From an arterial street: 50 feet.
 - ii. From a collector street: 50 feet.
 - iii. From a local street: 100 feet.
 - f. Minimum building setback from any side lot line: 20 feet.
 - g. Minimum building setback from any rear lot line: 50 feet.
 - h. Maximum building height: 35 feet.
 - i. Minimum landscape buffer along any property line: not less than 25 feet in width.

- j. Maximum permitted impervious coverage: 60%.
 - k. Maximum permitted building coverage: 25%.
 - l. Off-street parking. If the convenience store is the sole use on the lot, then the off-street parking shall be provided at the rate of one parking space for each 125 square feet of gross floor area. If the convenience store is located on a lot with one or more other uses permitted within this District, then, in addition to the off-street parking required herein for the convenience store, additional off-street parking shall be required for the other uses on the lot pursuant to § 225-86 of this chapter.
 - m. Driveways providing ingress and egress to the site and the off-street parking spaces, arranged so that vehicles exiting parking spaces shall not block the 25 feet of a driveway entrance aisle nearest the street line.
 - n. Signs in conformance with the requirement of Article XIII.
2. ~~Gasoline station, provided that the following standards shall be met:~~
- a. ~~Minimum lot area:~~
 - i. ~~Lot with public sewer and public water: 43,560 square feet.~~
 - ii. ~~Lot without public sewer and public water: 65,340 square feet.~~
 - b. ~~Minimum street frontage on each street on which a lot has frontage: 200 feet.~~
 - c. ~~Minimum lot width: 200 feet.~~
 - d. ~~Minimum lot depth: 180 feet.~~
 - e. ~~Minimum building setback from any lot line abutting a street shall be:~~
 - i. ~~From an arterial street: 50 feet.~~
 - ii. ~~From a collector street: 50 feet.~~
 - iii. ~~From a local street: 100 feet.~~
 - f. ~~Minimum building setback from any side lot line: 35 feet.~~
 - g. ~~Minimum building setback from any rear lot line: 50 feet.~~
 - h. ~~Minimum canopy setback from any lot line shall be not less than:~~
 - i. ~~From a lot line abutting a street: 50 feet.~~
 - ii. ~~From a side lot line: 25 feet.~~
 - iii. ~~From a rear lot line: 50 feet.~~
 - i. ~~Maximum building height: 35 feet.~~

- j. ~~Minimum landscape buffer along any property line: not less than 25 feet in width.~~
- k. ~~Maximum permitted impervious coverage: 60%.~~
- l. ~~Maximum permitted building coverage: 25%.~~
- m. ~~Off-street parking. If the gasoline station is the only use on the lot, then off-street parking shall be provided at the rate of one parking space for each 200 square feet of gross floor area; provided, however, that not less than five spaces shall be provided. If the gasoline station is situate on a lot with another permitted use, then off-street parking shall be provided as follows:~~
 - i. ~~In conjunction with a convenience store, off-street parking shall be provided at the rate of one parking space for each 200 square feet of gross floor area for the gas station; provided, however, that not less than five spaces shall be provided for use by the gas station and additional off-street parking for the other uses shall be provided as required in § 225-86 of this chapter for each additional use.~~
 - n. ~~Driveways providing ingress and egress to the site, parking spaces, and pump islands; arranged so that no vehicles shall block the 40 feet of a driveway entrance aisle nearest the street line.~~
 - o. ~~No driveway for ingress or egress shall be located closer than 150 feet to intersecting street lines.~~
 - p. ~~Minimum distance between driveways entering the same street: 100 feet.~~
 - q. ~~Minimum distance between a driveway and an adjoining property line; 25 feet.~~
 - r. ~~Minimum distance between a pump island and a street line or a side lot line: 40 feet.~~
 - s. ~~Minimum distance between two pump islands: 30 feet.~~
 - t. ~~Minimum distance between a pump island and a rear lot line: 50 feet.~~
 - u. ~~Signs in conformance with the requirements of Article XIII, except for those signs required by state and federal agencies for the posting of prices, etc.~~
- 3. ~~Automobile service station, provided that all the standards listed under Subsection D(2) are met, and:—~~
 - a. ~~If the automobile service station is the only use on the lot, then additional off-street parking shall be provided at the rate of eight parking spaces per service bay.~~
 - b. ~~If the automobile service station is located on the same lot with a convenience~~

~~store, then off-street parking shall be provided at the rate of eight parking spaces per service bay for the service station and additional off-street parking shall be provided for the convenience store at the rate of one parking space for each 125 square feet of gross floor area of the convenience store.~~

~~c. If the automobile service station is located on the same lot with any other permitted use, then the off-street parking shall be provided at the rate of eight parking spaces per service bay for the service station and additional off-street parking shall be provided for each other permitted use as required in § 225-86 of this chapter.~~

- E. Special design standards. The following conditions shall govern the design of all developments within this District:
1. Development shall occur within planned developments comprised of contiguous acreage having the minimum area as specified herein.
 2. Green areas shall be defined as to include any areas not covered by buildings, structures or paved streets, parking areas, or impervious surface areas.
 3. Green areas. Not less than 10% of lands shall be devoted to green areas.
 4. Green space is to be arranged in a contiguous fashion to the greatest extent practicable. Green area may be used for active/passive recreation, swales, and, if required, areas for septic systems.
 5. Impervious areas, other than for designated fire lanes, are to be set back at least 25 feet from any tract boundary or lot line.
 6. Parking is to be provided in side and rear yards and is limited to 105% of the requirements as stated under the Harrison Township Parking Ordinances.
 7. Any development plan submitted under this section shall be accompanied by an overall plan for the development of the entire site, with a unified architectural scheme and an architectural landscape plan. Phasing may be permitted in accordance with the approved overall plan.
 8. Parking, loading and service areas: same as § 225-18.1F(12).
 9. Loading and unloading of delivery vehicles, etc.: same as § 225-18.1F(13).
 10. Disposal areas shall be screened: same as § 225-18.1F(14).
 11. Utilities: same as § 225-18.1F(15).
- F. Height, area, yard and building coverage regulations.
1. The following regulations shall govern the bulk standards of the zoning district for commercial uses:

Dimension	Standard
Minimum tract area	10 acres
Minimum track setback	50 feet
Minimum lot size	3 acres*
Minimum lot frontage	150 feet
Minimum lot width	110 feet
Minimum front yard	75 feet
Minimum side yard	25 feet
Minimum rear yard	50 feet
Maximum building coverage	50%
Maximum impervious ratio	75%
Maximum building height	50 feet

** Twenty-five percent of the lots may have a lot area of not less than two acres, provided an average lot area of three acres is maintained over the entirety of the tract being developed.*

3. Any application for commercial development under the terms of this section shall provide initially at least for the construction of either a minimum of 20,000 square feet of ground floor area or a minimum of 10 permitted uses.
- G. Performance standards: same as § 225-18.1H.
- H. Storage and loading requirements: same as § 225-18.11(1).
- I. Landscaping and buffering.
1. Areas to be landscaped. All areas of a site not occupied by buildings and required improvements shall be landscaped by the planting of ground cover, shrubs and trees in appropriate quantities and locations.
 2. Installation. All plant materials shall be installed in accordance with promulgated guidelines of the American Nurserymen's Association as they may be amended or superseded. Planting materials shall be installed in accordance with an approved landscape plan when required as part of site plan or subdivision review. All plant material shall be guaranteed with an appropriate surety for a period of two years after final inspection.
 3. Landscape buffers along street lines. A landscaped buffer of not less than 25 feet in width shall be provided adjacent to any street line when otherwise required by this section.
 - a. Buffers shall be comprised of meandering earth berms, fences, and landscaping, which shall be of a sufficient quantity and size to screen parked automobiles from view of those traveling on public streets or sidewalks and

those persons at grade or first-floor level on adjoining property and to prevent the shining of automobile headlights into the yard of adjacent property or in such a manner as to create a hazard for those traveling on a public street or sidewalk.

- b. In general, this buffer shall provide a visual screen between parking areas in the immediate vicinity of a street and those traveling along the street or side with material no less than four feet above the finished grade of the parking areas.
 - c. Shade trees shall be provided in the buffer at the rate of one tree per 1,000 square feet of buffer area.
4. Other landscape buffers. A landscape buffer of not less than 25 feet in width shall be provided along any common property line with a nonresidential lot adjacent to a lot in a residential district, unless otherwise modified by this section.
- a. Buffers shall be comprised of meandering earth berms, fences and landscaping, which shall be of a sufficient quantity and size to screen parked automobiles from view of those at grade or first-floor level on adjacent property and to prevent the shining of automobile headlights into the yards of adjacent property. Berms shall have a minimum height of six feet.
 - b. In general, this buffer shall provide a visual screen between the parking areas in the immediate vicinity to the residentially zoned property and an elevation no less than six feet above the finished grade of the parking areas.
 - c. Shade trees shall be provided in the buffer at the rate of one tree per 1,000 square feet of buffer area.
 - d. Landscaping buffers shall be designed to block 75% of all views from one side to the other five years after planting.
 - e. Buffering design is to ensure a year-round high and low visual screen and consist of evergreen and deciduous trees and shrubs.
 - f. More than one species of evergreen and deciduous trees is to be provided to reduce the effects of potential tree disease.
 - g. Additional buffering features are to be provided as may be found necessary by the board having jurisdiction.
 - h. All landscaped berms must be equipped with underground irrigation to facilitate healthy growth and maintenance of the berm plantings.
5. Landscaping in parking lots. Interior parking lot landscaping equal to or exceeding 4% of the gross square footage of the paved areas of the site used for drives and parking shall be provided.

- a. Such landscaping shall be provided in areas of not less than 150 square feet.
 - b. Shrubbery shall be less than three feet in height, and shade trees shall have foliage of seven feet or higher in order not to impede sight distances of motorists and pedestrians.
 - c. Landscaping in parking lots shall be so designed to avoid blocking required site lighting to the greatest extent possible.
6. Planting size requirements. The following minimum plant sizes shall be required for any landscape material, measured in accordance with American Nurserymen's Association Standards:
- a. Shade trees: 2 1/2 inches to three inches in caliper.
 - b. Ornamental trees: six feet to eight feet in height.
 - c. Evergreen trees: six feet to eight feet in height.
 - d. Shrubbery, both deciduous and evergreen:
 - i. Prostrate (spreading): 18 inches to 24 inches in spread.
 - ii. Small (mature size under three feet in height): 18 inches to 24 inches in height.
 - iii. Large (mature size three feet or greater in height): 24 inches to 30 inches in height.
7. Where nonresidential development abuts or is across the street from a residential use or residential zoning district: a buffer having a width of 100 feet comprised of at least a double-staggered row of evergreen trees, planted 10 feet on center.
- J. All applications shall be reviewed in the context of the Site 1 development considerations photographs in the July 2008 Master Plan Re-examination Report.
- K. Permitted accessory uses. [Added 4-18-2011 by Ord. No. 15-2011]
- 1. Solar panels erected on the roof of a building or on the ground, subject to the requirements of § 225-132D.

4.4 COMPLIANCE WITH MASTER PLAN GOALS AND OBJECTIVES

The recommendations in this section conform to some of the goals and objectives of the current Master Plan. The goals and objectives that specifically apply are as follows:

4.4.1 Township Goals for Planning and Development

1. Provide for the continued scenic and low density nature of the Township by guiding development and land uses to protect and enhance the character of the Township. Consider the importance of existing village centers to the present Township landscape and image and develop a land use plan and development regulations which protect their integrity.
2. Establish policies governing the development of land that will promote the preservation of views from the roadway and which will retain the visual “rural character” of the community. It is in the Township’s interest to promote high quality development through architecturally compatible design. Establish design guidelines for primary roadways and new developments to enhance the uniformity of the Township.
3. Encourage mixed uses such as residential, commercial, and industrial to create a well-integrated community. A mix is encouraged for the convenience of the residents and enhancement of the tax base of the Township. The land use plan and development regulations should be designed to minimize conflicts between activities so that one land use does not adversely affect neighboring land uses.

DRAFTED FOR THE TOWNSHIP OF HARRISON BY:

