

TOMLIN STATION

SECOND AMENDED REDEVELOPMENT PLAN

HARRISON TOWNSHIP, NEW JERSEY

BLOCK 46

LOTS 3.03, 3.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, 5

BLOCK 46.01

LOTS 1, 2, 3

BLOCK 46.02

LOTS 1, 2, 3, 4, 5, 6

Date Completed: August 15, 2022
Date of Adoption: September 6, 2022



Acknowledgements

MAYOR

Louis Manzo

TOWNSHIP COMMITTEE

Louis Manzo, Mayor
Donald Heim, Deputy Mayor
Julie DeLaurentis
John Williams
Adam Wingate

JOINT LAND USE BOARD

Walter Bright, Chair
Anthony DiFabio, Vice Chair
Dennis Chambers
Steve Dickson
Joseph Schwab
Constantine Benas
Marissa Straccialini
Bill Madara, Alternate No. 1
Dennis Bonanni, Alternate No. 2
Mathew Cardile, Alternate No. 3
Robert Schumann, Alternate No. 4

JOINT LAND USE BOARD SECRETARY

Donna Schwager

LAND USE BOARD SOLICITOR

Kevin Van Hise, Esq.
Mason, Griffin & Pierson, P.C.

LAND USE BOARD ENGINEER

Hugh Dougherty, PE
Pennoni Associates

LAND USE BOARD PLANNER

Robert Melvin, AICP/PP
Pennoni Associates - Group Melvin Division

Prepared by:



Robert F. Melvin, AICP/PP
NJ Planner License No. 04018

Table of Contents

- 1.0 Overview..... 1
 - 1.1. Introduction 1
 - 1.2. Amended Redevelopment Plan..... 1
 - 1.3. Description of Site Area..... 1
 - 1.4. Summary of Redevelopment Investigation Findings..... 1
 - 1.5. Redevelopment Goals and Objectives 2
- 2.0 Vision..... 6
 - 2.1. Vision Plan..... 6
- 3.0 Site Development..... 6
 - 3.1. Development Program..... 6
 - 3.2. Area and Design Standards 7
 - 3.3. Parking & Circulation..... 9
 - 3.4. Infrastructure and Public Improvements..... 10
 - 3.5. Property Acquisition..... 10
 - 3.6. Relocation of Displaced Residents and Businesses..... 10
- 4.0 Relationship to Other Plans 11
 - 4.1. Relationship to Other Municipal Plans 11
 - 4.2. Relationship to County Master Plan 11
 - 4.3. Relationship to State Development and Redevelopment Plan 11
 - 4.4. Relationship to Development Regulations of the Municipality 12
- 5.0 General Provisions..... 13
 - 5.1. Zoning Map Amendment..... 13
 - 5.2. Procedure for Amending the Redevelopment Plan..... 13
 - 5.3. Validity of Ordinance..... 13
 - 5.4. Redevelopment Entity 13
 - 5.5. Applications for Development 13

This page intentionally left blank.

1.0 Overview

NOTE: This Second Amended Redevelopment Plan was prepared to clarify the blocks and lots subject to the development standards contained herein. In March 2022, between the adoption of Ordinance 08-2022 and Ordinance 29-2022, the Official Tax Map of the Township of Harrison was revised by the Gloucester County Assessor wherein Block 46, Lot 5 became known as Block 46.03, Lot 5. At the time Ordinance 29-2022 was prepared, Block 46, Lot 5 no longer appeared on the Tax Map. To avoid doubt and confusion, the Township adopted this Second Amended Redevelopment Plan for clarification. Accordingly, all references in this Second Amended Redevelopment Plan to Block 46, Lot 5, including any corresponding maps, shall mean the current Block 46.03, Lot 5 as identified on the Tax Map. This is the only change to the Redevelopment Plan adopted by Ordinance 29-2022.

1.1. Introduction

This Redevelopment Plan was prepared to articulate the standards and procedures for the redevelopment of a portion of the land specified in the Tomlin Station Preliminary Redevelopment Investigation and the Block 46, Lot 5 Preliminary Redevelopment Investigation documents. Whereas the preliminary investigations concluded that the specified areas in Harrison Township, Gloucester County, New Jersey qualified to be declared “Areas in Need of Redevelopment”, this document will set forth the procedural and development guidelines for the redevelopment entity as well as for the chosen redeveloper, in accordance with the LRHL.

For the purposes of this Redevelopment Plan, Block 46, Lots 3.03, 3.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, and 5; Block 46.01, Lots 1, 2 and 3; and Block 46.02, Lots 1, 2, 3, 4, 5, and 6 shall be referred to as the “Tomlin Station Redevelopment Area” or the “Redevelopment Area.”

1.2. Amended Redevelopment Plan

A previous version of this plan was submitted to the Township of Harrison for adoption in December, 2021. This amended plan includes the addition of Block 46.02, Lot 5. Due to changes in the development landscape across the township that have occurred since the plan’s initial adoption, the proposed redevelopment program has changed. This amended plan provides a new vision and development standards for the site.

1.3. Description of Site Area

The Redevelopment Area is composed of a number of parcels in Harrison Township:

- Block 46, Lots 3.03, 3.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, and 5
- Block 46.01, Lots 1, 2 and 3
- Block 46.02, Lots 1, 2, 3, 4, 5, and 6

The total acreage of the Redevelopment Area is approximately 60.78 acres, as documented in state tax records. Figure 1 displays a recent aerial photograph documenting existing site conditions and parcel boundaries. The site is accessible from Woodland Avenue to the south and Tomlin Station Road/Gloucester County Route 607 to the east. Two internal circulator roads, Burton Lane and Wayne Avenue exist within the Redevelopment Area. The center of the Redevelopment Area is only about 1.25 miles from the future Woolwich Regional Center, as well as Exit 2 of the New Jersey Turnpike.

All of the Redevelopment parcels are the result of the subdivision of two farm properties for development as an office park. While a handful of small commercial buildings have been built just north of the Redevelopment Area, none of the parcels within the Redevelopment Area have developed.

1.4. Summary of Redevelopment Investigation Findings

The analysis undertaken within the Tomlin Station Preliminary Redevelopment Investigation, adopted in August of 2017, recommended that Block 46, Lots 3.03, 3.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, and 5; Block 46.01, Lots 1, 2 and 3; and Block 46.02, Lots 1, 2, 3, 4, and 6 qualify as an Area in Need of Redevelopment under Criterion C. An amended Redevelopment Investigation, requested through Resolution 173-2021 and adopted on September 20, 2021, added Block 46.02, Lot 5, and found that it also qualifies as an Area in Need of Redevelopment under Criterion C.

Block 46, Lot 4.11 was found to qualify as an Area in Need of redevelopment under "Section 3 Criteria" of N.J.S.A. 40A:12A-3. The analysis undertaken within the Block 46, Lot 5 Preliminary Redevelopment Investigation recommended that Block 46, Lot 5 qualify as an Area in Need of Redevelopment under Criterion C.

As of the adoption of the original Tomlin Station Preliminary Redevelopment Investigation for Block 46, Lots 3.03, 3.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, and 5; Block 46.01, Lots 1, 2, and 3; and Block 46.02, Lots 1, 2, 3, 4 and 6 and the amended Tomlin Station Preliminary Redevelopment Investigation that included Block 46.02, Lot 5; all were unimproved lots.

Through the 1970s, the lots were used for agricultural purposes. Aerial photography from this time shows the lots in use as orchards. According to a Phase 1 Environmental Site Assessment (ESA) conducted for the site, the orchards used dieldrin, an insecticide which is likely to lead to excessive accumulation in soils that is toxic to humans and other animals exposed long-term. The EPA banned the use of dieldrin for agricultural uses in 1974¹. Due to the nature of the soil on the site, which would require remediation in order to be suitable for redevelopment, the vacant land has remained unimproved since approximately 2006, according to aerial photography. The nature of these parcels' soils, namely the environmental contamination identified within the Phase 1 ESA, make these parcels unlikely to be developed through the instrumentality of private capital alone, and thus qualified the properties (Block 46, Lots 3.03, 3.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, and 5; Block 46.01, Lots 1, 2, and 3; and Block 46.02, Lots 1, 2, 3, 4 and 6) as an Area in Need of Redevelopment under Criterion C.

Block 46, Lot 4.11 is not itself detrimental to the public health, safety or welfare, but the inclusion of the lot, which is improved as a private roadway which provides access between Block 46, Lots 4.06, 4.07, 4.08, and 4.09; Block 46.01, Lots 1, 2, and 3; and Block 46.02, Lots 2, 3, and 4 and Tomlin Station Road (CG 607) and Woodland Avenue, is necessary for the effective redevelopment of the area, and for access to the area itself. This qualifies the lot under "Section 3 Criteria" of N.J.S.A. 40A:12A-3.

1.5. Redevelopment Goals and Objectives

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. In addition to these Township goals for planning and development, more specific objectives have been adopted by the Land Use Board for district areas of community concern and are listed below.

¹ "Public Health Statement for Aldrin/Dieldrin," Agency for Toxic Substances and Disease Registry <<https://www.atsdr.cdc.gov/phs/phs.asp?id=315&tid=56>>.

The most recent Master Plan Reexamination for Harrison Township was completed in 2021. The goals of this Redevelopment Plan are derived directly from the Township Master Plan policy and goal statements. The objectives are derived from applicable Master Plan elements.

Implementing this Redevelopment Plan will help Harrison Township achieve the following goals and objectives:

1.5.a. Township Goals for Planning and Development

- 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.
- 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.
- 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.
- 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.

1.5.b. 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:
 - » 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.

1.5.c. Commercial Development Objectives

- Orderly community growth should be promoted in areas where municipal services such as sewer and water are or will be available.
- Commercial enterprises outside village centers should be located in the immediate vicinity of the limited access highway interchanges as part of planned commercial developments and discouraged elsewhere in order to avoid the typical sprawl found in most suburban communities.
- Promote the development of attractive and safe neighborhood commercial centers which complement adjacent residential areas through the use of landscaping and buffers.

Figure 2. Redevelopment Area Zoning



- Promote the development of commercial areas that are attractive to the motoring public through the use of landscaping and buffers and by adopting on-premise sign regulations which promote safety and prevent sign proliferation.

2.0 Vision

It is the vision of the Township to redevelop the Tomlin Station Redevelopment Area into a combination commercial and industrial complex composed of high-quality buildings and green energy systems. The use of energy efficient design and quality materials, water-saving techniques, best-practices in stormwater management, and other sustainable design and construction techniques are highly encouraged to mitigate the impacts of the proposed industrial and commercial uses.

2.1. Vision Plan

The Vision of the Tomlin Station Redevelopment Area is to permit a combination of flexible industrial, cold storage, and other industrial and commercial uses in the study area.

Flex commercial space shall be built in all blocks and lots, and no single building shall be larger than 350,000 sqft. All development in shall be in accordance with the existing zoning regulations found within the Harrison Township Land Use Code.

The Redevelopment Area would provide new industrial and commercial uses and employment opportunities close to regional infrastructure, including the on-ramp to the New Jersey Turnpike just outside the Redevelopment Area boundary. The site is also near commercial uses on Route 322, including the proposed Woolwich Regional Center, which is expected to include a retail center, shops, and restaurants within a five minute drive. Clustering additional commercial and industrial uses near the proposed Regional Center will reinforce this area as a center for jobs, services, and amenities that is easily accessible for Township residents and those from the surrounding region.

The plan review process will identify and evaluate major features and improvements associated with all new development; e.g. streets, edges, and stormwater management areas.

As the Redevelopment Area is currently subdivided vacant land, the Redevelopment Plan does not require the demolition or removal of any existing on-site buildings and improvements. However, both water and sewer are available.

3.0 Site Development

3.1. Development Program

The overall goal of the Redevelopment Plan is the construction of commercial warehouses and other flexible commercial structures with the remaining parcels to be developed over time in accordance with the existing zoning. To accomplish this goal, the development program for the site shall accomplish the following subject to Joint Land Use Board review and approval:

3.1.a. Flex Commercial Development

- Flexible Commercial space, which may include: office, manufacturing, production, processing, storage, warehousing, distribution and/or shipping operations, and related offices.

- Provide parking at a rate of 1 space per employee per 5,000 square feet of warehouse/industrial space and 1 space per 200 square feet for office uses.
- Provide loadings areas in a shared configuration, shielded between buildings.
- No single building may be larger than 350,000 square feet.

3.1.b. Site Upgrades and Amenities

- Provide attractively landscaped buffers.
- Provide on-site stormwater basins.
- Provide on-site parking and loading.

3.2. Area and Design Standards

The design and location of all buildings shall be subject to review and approval of the Joint Land Use Board.

Commercial buildings and landscaping constructed within the remainder of the Redevelopment Area, shall be built and maintained in accordance with Harrison Township Land Use Code and underlying zoning regulations as well as the Tomlin Station Design Standards prepared by Alberto & Associates.

3.2.a. Minimum Building Setbacks, Commercial Warehouse Development

1. Minimum setback from public right-of-way (Woodland Ave): 180'
2. Minimum setback from all other right-of-way (external streets): 100'
3. Minimum setback from tract boundary: 50'
4. Minimum setback from interior parking and vehicular circulation areas: 5'
5. Maximum building height: 50'

3.2.b. Doors and Fenestration

1. Entrances shall be clearly identifiable and appropriately articulated.
2. All entry ways shall be well-lit.
3. All glass shall be clear and not have a mirrored or reflective characteristic.

3.2.c. HVAC

1. All HVAC systems shall be screened or minimized from public view and from adjacent properties. Screening shall be designed to blend with the architecture of the building.
2. All utility and related appurtenances shall be located underground, inside the principal building or structure, or screened from public view by appropriate architectural and landscaping materials (subject to utility company regulations and standards).
3. Building related equipment, such as generators, shall be screened and landscaped from view and shall be located within the building setback.

3.2.d. Solar

1. As defined by Bill A3500, passed February 22, 2021, "Any newly constructed warehouse for which an application for a construction permit has not been declared complete by the enforcing agency before July 1, 2022, shall be a solar-ready building." In accordance with this, if this warehouse project is does not have a construction permit completed before July 1, 2022, it will need to be "solar-ready".
2. "Solar-ready zone" means a section of a roof or building overhang designated and reserved for the future installation of a solar photovoltaic or solar thermal system, which is at less 40 percent of the roof area calculated as the horizontally projected areas minus the area covered by skylights, occupied roof decks, vegetative roof areas, and mandatory access or set back areas required by the State Uniform Construction Code, or as otherwise provided in the 2018 International Energy Conservation Code, and any successor model code, concerning solar-ready zones.

3.2.e. Architecture: Developers shall seek to incorporate the following design concepts into the proposed redevelopment. Developers shall submit with their application for development, a written design concept statement that supports the reasoning behind the proposed design and site plan and explains how and why the project design is consistent with the intent of the Redevelopment Area. The design and location of all buildings shall be subject to review and approval of the Joint Land Use Board, but the design general concepts are as follows:

1. Contextual neighborhood consistency.
2. Special architectural features at corners.
3. Off-street parking and loading shall be screened from public roadways and pedestrian paths.
4. Bus shelters, where appropriate, and bicycle storage facilities, such as bike racks.
5. Environmental design, including techniques to reduce water and energy usage and incorporate green infrastructure and other sustainable practices.
6. Consideration of the following recommended design guidelines:
 - a. With the exception of materials related to rooftop solar or a vegetated green roof, all rooftop equipment shall be screened from view.
 - b. Blank facades or walls exceeding 100 feet in length shall not be permitted. To mitigate the appearance and perception of a large monolithic building, developers may consider, but are not limited to the following: decorative patterns on exterior finishes, masonry, fenestration, horizontal banding, and vegetated "green" walls or espaliers, or a combination thereof.
 - c. Building articulation and fenestration shall also be provided for warehouse or distribution/warehouse facilities with an accessory office component, specifically in the areas of the facility related to employee entrances and office spaces. Such areas shall maximize natural lighting and incorporate the following:
 - d. No blank facades or walls are permitted.
 - e. Minimum area of window opening on facades of office spaces and employee entrances: 40%.
 - f. Vertical and horizontal building offsets are required.
 - g. Spandrel glass may be utilized in the design; however, it shall not be included as part of the

Figure 3. Examples of Extruded Aluminum (L) and Vinyl (R) Fencing



window area calculations in subsection [2] above for more than 50% of the required opening.

- h. Fronts of buildings (i.e., yards) must be fully appointed with landscaping of trees, shrubs, ornamental grasses or ground cover.
- i. Outdoor storage shall be fully enclosed.

3.2.f. Buffers

Buffers shall be designed and implemented to the satisfaction of the Joint Land Use Board. Buffers shall be a minimum of 50 feet in width from all property lines. Buffers shall be densely planted with attractive landscaping, trees, and shrubs, and may include landscaping, berms, and other appropriate techniques.

Buffers abutting neighboring properties shall feature appropriate fencing. Fencing may be built of extruded aluminum, vinyl, or another high-quality non-metallic material. Figure 3 displays two examples of appropriate buffer fencing types. Fences shall be 6 feet in height. Razorwire or barbed wire shall not be used on this fence.

3.2.g. Stormwater Management

Stormwater management shall be designed, landscaped, and implemented in conformance with all applicable state and local laws. The design and location of all stormwater management facilities shall be subject to review and approval of the Joint Land Use Board.

3.2.h. Site Landscaping

Site landscaping shall meet all requirements of this plan and are subject to review and approval of the Joint Land Use Board.

3.3. Parking & Circulation

3.3.a. Circulation - Vehicle

1. Parking and circulation shall be designed and implemented to the satisfaction of the Redevelopment Entity.
2. All applications should submit a traffic study to satisfy County obligations.

3.3.b. Circulation - Pedestrian

1. Adequate pedestrian circulation shall be provided to connect all permitted principal and accessory uses and parking areas internal and external to the site.
2. Sidewalks shall be a minimum of 5 feet in width.

3.3.c. Parking and Loading

1. Flex Commercial
 - a. Parking shall be provided at rates listed in 3.1.a and include "Make Ready" electric vehicle parking spaces as required as per NJ statute P.L. 2021, Ch. 171.
 - b. Parking for related office uses shall be provided at a rate of 1 space per 200 square feet.
 - c. Parking spaces must be set back at least 10 feet from the building edge.
2. Parking Stall Size
 - a. Minimum parking stall size: 9 feet x 18 feet
3. Parking for future industrial and commercial development shall conform to the standards in Article XII the Harrison Township Land Use Ordinance and NJ statute P.L. 2021, Ch. 171.

3.4. Infrastructure and Public Improvements

3.4.a. Sewage

The Tomlin Station Redevelopment Area falls within the existing Harrison Township WWTP Sewer Service Area.

3.4.b. Water

New Jersey American Water serves Harrison Township and other parts of Burlington, Camden and Gloucester Counties and shall be provided.

3.4.c. Other Utilities

Any new utility lines constructed to serve the Tomlin Station Redevelopment Area shall be buried underground in accordance with Harrison Township's ordinances.

3.5. Property Acquisition

The parcels which make up the Tomlin Station Redevelopment Area were declared to be a "Non-Condemnation Redevelopment Area" in the Preliminary Redevelopment Investigation Report.

As of 2013, the Legislature requires that Preliminary Investigations state whether the redevelopment area determination shall authorize the municipality to use all those powers provided by the Legislature for use in a redevelopment area, including eminent domain. Those Redevelopment Areas where the municipality declares it will not use eminent domain are referred to as "Non-Condemnation Redevelopment Areas."

3.6. Relocation of Displaced Residents and Businesses

As this Redevelopment Area contains vacant subdivided parcels, there will be no displacement of either residents or businesses that requires a Workable Relocation Assistance Plan.

4.0 Relationship to Other Plans

4.1. Relationship to Other Municipal Plans

The nearest municipality is Woolwich Township, which is roughly a half mile west of the Redevelopment Area. There is no inconsistent nor adverse relationship between this redevelopment plan and the master plans of adjacent municipalities, as the plan focuses industrial and commercial development pressure away from preserved farmland, and within close proximity to nearby development sites, including Woolwich Township's proposed Regional Center. Locating new industrial and commercial uses near the proposed Regional Center, which is expected to include a retail center, shops, restaurants, and housing units, will enhance the creation of an economic center close to a nearby customer base and labor pool.

4.2. Relationship to County Master Plan

Gloucester County last updated their Master Plan in September 2015. The following goals of the Master Plan support this redevelopment plan:

- Provide better access to job centers throughout the county
- Create quality jobs for residents of all abilities

This redevelopment area is bound by U.S. Route 322 (Swedesboro Road) to the north and Woodland Avenue to the south, and is bisected by a county-owned road, Tomlin Station Road. In addition, the site is easily accessible from the New Jersey Turnpike, which provides convenient connections to the entire State of New Jersey, as well as Wilmington, DE and beyond. In addition, the Redevelopment Area is located close to the Woolwich Regional Center, reinforcing this as a job center within the county. Additional industrial and commercial development will also provide a range of new job opportunities for a variety of residents within the region.

4.3. Relationship to State Development and Redevelopment Plan

The New Jersey State Development and Redevelopment Plan, adopted pursuant to the State Planning Act, contains a series of smart growth goals and policies and a map which reflects desired growth patterns. The parcel in question is located in Planning Area 4, the Rural Planning Area, where growth is directed toward centers in these areas in order to preserve farmland, environmentally sensitive areas, and open space.

The policy objectives of State Planning Area 4 include the following:

- Encourage appropriate redevelopment in existing Centers and existing developed areas that have the potential to become Centers, or in ways that support Center-based development to accommodate growth that would otherwise occur in the Environs.

- Promote economic activities within Centers that complement and support the rural and agricultural communities and provide diversity in the rural economy and opportunities for off-farm income and employment.
- Redevelop with intensities sufficient to support transit, a broad range of uses, efficient use of infrastructure, and design that enhance public safety, encourage pedestrian activity, reduce dependency on the automobile and maintain the rural character of Centers. (2001 State Plan, p. 209, 210)

The proposed redevelopment at the Tomlin Station Redevelopment Area supports these planning objectives by directing redevelopment toward the future Regional Center in Woolwich Township and near the New Jersey Turnpike on-ramp. The proposed uses will increase economic diversity and job opportunities in the Township. In addition, the concentration of uses will also encourage efficient use of land near existing and proposed infrastructure.

4.4. Relationship to Development Regulations of the Municipality

The regulations that apply to the Redevelopment Area, and as modified by this plan, were adopted by the Harrison Township Committee and are known as the C-57 Flexible Planned Industrial-Commercial District. The regulations for these zoning districts are found in the Township's Combined Land Use Code, §225-18.1.

The Redevelopment Area is located in the C-57 Flexible Planned Industrial Commercial District. The intent of the C-57 Flexible Planned Industrial District is to provide and encourage development of flexible planned industrial sites and planned commercial centers to promote the orderly and sound development of multi-use areas, including certain limited manufacturing, and light industrial uses near major highways, in accordance with comprehensive plan for achieving these objectives.

The Redevelopment Plan contemplates a use that is a mix of commercial and industrial uses in line with the existing zoning. In addition, the Redevelopment Plan furthers the following Employment and Community Development Objectives of the Master Plan:

- 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.
- Orderly community growth should be promoted in areas where municipal services such as sewer and water are or will be available.
- Commercial enterprises outside village centers should be located in the immediate vicinity of the limited access highway interchanges as part of planned commercial developments and discouraged elsewhere in order to avoid the typical sprawl found in most suburban communities.
- Promote the development of attractive and safe neighborhood commercial centers which complement adjacent residential areas through the use of landscaping and buffers.

The Redevelopment Plan provides for a mixture of commercial and residential uses that support each other and are compatible. The design ensures that the uses are accessible yet not disruptive of each other. Further, the plan provides an opportunity for the development of affordable housing in a location proximate to shopping and employment.

Therefore, this Redevelopment Pan is designed to effectuate the Harrison Township Master Plan. To the extent there are any inconsistencies with the Master Plan, these inconsistencies are not substantial because the Redevelopment Plan furthers many of the policies set forth in the Land Use Element of the Master Plan.

5.0 General Provisions

5.1. Zoning Map Amendment

The Zoning Map of the Township of Harrison should be amended to include this Redevelopment Area (Block 46, Lots 3.03, 3.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, and 5; Block 46.01, Lots 1, 2 and 3; and Block 46.02, Lots 1, 2, 3, 4, 5, and 6) as identified, discussed, and outlined in this document.

Block 46, Lots 3.03, 3.04, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, and 5; Block 46.01, Lots 1, 2 and 3; and Block 46.02, Lots 1, 2, 3, 4, 5, and 6 currently fall within the C-57 Flexible Planned Industrial-Commercial District These Blocks and Lots shall be designated as the Tomlin Station Redevelopment Area. The regulations within this Redevelopment Plan shall supercede regulations within the zoning code, §225-18.1, except where regulations herein are silent.

5.2. Procedure for Amending the Redevelopment Plan

Upon compliance with the requirements of the applicable law, the Township Committee may amend, revise, or modify this Redevelopment Plan, as circumstances may make such changes appropriate.

5.3. Validity of Ordinance

If any section, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be adjudged by the courts to be invalid, such adjudications shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this Plan shall be deemed valid and effective.

5.4. Redevelopment Entity

A Redevelopment Entity and Redeveloper(s) shall be appointed in accordance with LRHL 40A:12A.

5.5. Applications for Development

Any site and/or subdivision plan application for parcels within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan and all applicable ordinances and regulations of Harrison Township. Approvals, waivers and variances will be governed by the requirements of the Municipal Land Use Law and the Township's usual procedure. Execution of a redevelopment agreement shall be a mandatory checklist item for any land use application seeking to apply the zoning set forth in this Redevelopment Plan and any such application shall not be deemed complete pursuant to N.J.S.A. 40:55D-10.3 until proof of an executed redevelopment agreement has been submitted as part of the application. Any development or construction within the Redevelopment Area shall be undertaken in accordance with a Redevelopment Agreement executed between the Township and a municipally designated redeveloper.

The Planning Board may grant deviations from the strict application of the regulations contained within this Redevelopment Plan, except that no deviations shall be granted that result in any of the following effects or conditions:

- a. To allow a use not specifically permitted within the redevelopment district;
- b. Exceeding the maximum density allowed for any permitted use;
- c. Exceeding the maximum building or structure height as measured in feet and/or stories;
- d. To allow a deviation from any contractual obligations of the redeveloper to the Township; or
- e. Any deviation sought that would necessitate the granting of a variance under N.J.S.A. 40:55D-70.d require an amendment of this Redevelopment Plan.

If requested, the Governing Body of Harrison Township shall consider the granting of a tax exemption and the execution of a financial agreement in accordance with the Long Term Tax Exemption Law, N.J.S.A. 40A:20-1 et seq. All development within the redevelopment area shall be within any financial agreement executed by the Township.