



**MANCHESTER
TOWNSHIP**
OCEAN COUNTY, NEW JERSEY

2065 Route 37 Redevelopment Plan

(Block 44, Lot 15.01)

Adopted by the Township Council: July 13, 2020

Prepared By:



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Project No. MCP-044

The original of this document has been signed and sealed in accordance with N.J.S.A. 45:14A-1

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INTRODUCTION

The Redevelopment Area, known as Lot 15.01 in Block 44, located along the west side of State Route 37, historically operated as an asphalt manufacturing facility dating back to 1951.¹ The asphalt plant was operated by Thomas Nicol Asphalt Company from 1966 until 1981, when it was leased to South Brunswick Asphalt Company. In 1987, it was discovered that the property was leaching contaminants into the Pine Lake Park community ground water supply. The following year, the New Jersey Department of Environmental Protection (NJDEP) installed and sampled eleven monitoring wells on the property, revealing the presence of 1,1,1 trichloroethane, benzene, toluene, 1,1, dichloroethylene, 1,1 dichloroethane, and trichloroethylene. Thomas Nicol Asphalt Company entered into a contract of sale in November 2000 with Davies Consultants, Inc., which was completed in January 2006.² The principal structures associated with the asphalt manufacturing process

Map 1: Parcel Map on aerial image, Redevelopment Area highlighted in red



¹ Fact Sheet: Pine Lake Park, Manchester Township, Ocean County, June 2009. New Jersey Department of Environmental Protection, https://www.nj.gov/dep/srp/community/sites/pi/g000009218_factsheet2009.pdf, accessed February 1, 2019.

² Deed Book 13046, Page 1530

were removed between 2010 and 2012. With the closure of the business, the property suffered serious neglect, with extensive visible evidence of structural dilapidation, lack of maintenance and unsafe conditions.

The property was declared a Non-Condensation Area in Need of Redevelopment by the Manchester Township Council on July 22, 2019. This Redevelopment Plan is prepared pursuant to the New Jersey Local Redevelopment and Housing Law, N.J.S.A. 40A:12A et seq. (“LRHL”), which states that 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 project area is located within an area in need of redevelopment, according to criteria set forth in Section 5 of the LRHL.

The Redevelopment Area has approximately 1,500 feet of street frontage along Route 37, containing approximately 45.5 acres in area. Presently, the site contains two structures located toward the front of the property as well as storage containers, a radio antenna, construction debris, and monitoring wells.

LOCAL REDEVELOPMENT HOUSING LAW REQUIREMENTS

This document has been prepared in accordance with Section 7a of the LRHL, which requires redevelopment plans to include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate the following:

1. Relationship of the project area to local objectives as to appropriate land uses, density of population, 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 housing market.
4. An identification of any property within the redevelopment area, which is proposed to be acquired in accordance with the redevelopment plan. (Note: not every property in a redevelopment area must be acquired and, in fact, none may be acquired; the redevelopment plan can specify buildings or uses to remain in the redevelopment area and to be incorporated into the future design and development of the area.)
5. Any significant relationship of the redevelopment plan to the master plan of contiguous municipalities, the master plan of the county, and the State Development and Redevelopment Plan.
6. An inventory of all housing units affordable to low and moderate-income households that are to be removed as a result of implementation of the redevelopment plan.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of 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.
9. Description of the plan relationship to pertinent municipal development regulations as defined in the Municipal Land Use Law (MLUL). The plan shall supersede applicable provisions of the development

regulations of the municipality or constitute an overlay zoning district within the Redevelopment Plan area.

10. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan.

STATUTORY BASIS FOR THE REDEVELOPMENT PLAN

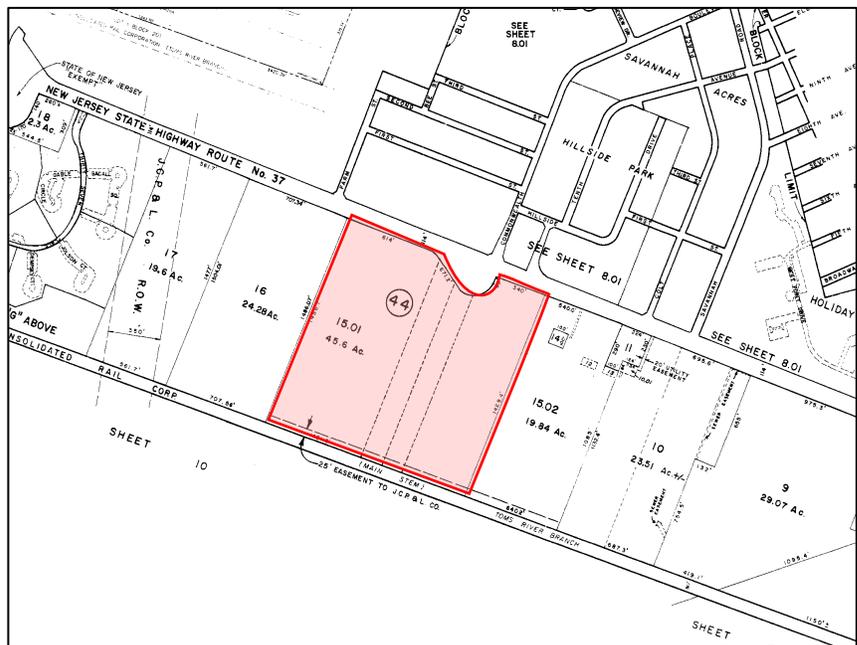
On December 10, 2018, the Manchester Township Council, in Resolution #18-400, authorized and directed the Planning Board to undertake a preliminary investigation to determine whether the Study Area identified in the resolution is an Area in Need of Redevelopment pursuant to the LRHL.

Section 6b(4) of the LRHL requires the Planning Board to hold a hearing on this matter prior to recommending that the delineated area, or any part thereof, be determined or not determined a redevelopment area by the governing body. The Manchester Planning Board held a hearing and memorialized a resolution on July 1, 2019 finding that the property is in need of redevelopment.

After obtaining the Planning Board's recommendation, the Township Council may adopt a resolution determining that the delineated area, or any part thereof, is a redevelopment area (Section 6b(5) of the LRHL). The Manchester Township Council adopted Resolution 19-290 on July 22, 2019 (see Appendix) designating the property as a Non-Condensation Area in Need of Redevelopment.

REDEVELOPMENT AREA

The Redevelopment Area is situated in the southeast portion of Manchester Township, roughly five miles west of the Garden State Parkway. It is located within the Regional Growth Area of the Pinelands National Reserve and the CAFRA Suburban Planning Area (PA2). Access to the site is from the eastbound side of Route 37. A portion of the frontage includes the jughandle providing access to Commonwealth Boulevard from ROUTE 37, though there is no



Map 2: Tax map of Redevelopment Plan Area

access to the property along the jughandle frontage.³

The Redevelopment Area consists of approximately 45.55 acres, based on tax assessment data (see Map 1 – Study Area). The rear property line abuts the railroad right-of-way, referred to in the tax maps as the Toms River Branch of the Consolidated Rail Corporation; this section of the rail line is currently inactive. Tax maps⁴ also indicate that JCP&L has a 25-foot-wide easement on the site that follows the rear property line (see Map 2 – Tax Map Excerpt). To the west, adjacent Lot 16 is currently vacant, and is part of the Heritage Minerals tract. To the east, adjacent Lot 15.02 is part of the Pine Acres Manor manufactured home park. North of the site, opposite Route 37 are several commercial uses, including a hotel, gas station, and a multiple-tenant shopping center.

Asphalt manufacturing ceased over 20 years ago followed by an extensive and ongoing environmental remediation process, the site now identifying as an active known contaminated site (Program Interest No. 016764) by the NJDEP. The Redevelopment Area is also on the State’s Brownfields Database (Brownfields Site No. 9371). The remaining structures on the site have been vandalized and are in states of severe deterioration.

PUBLIC PURPOSE

GOALS

The goals of the Redevelopment Plan are as follows:

1. To provide for an increase in the economic base for the area by revitalizing an underutilized property.
2. To improve the aesthetic appearance of the site.
3. To remediate and develop a previously environmentally contaminated site.
4. To provide for a variety of housing options.
5. To provide opportunities to increase the availability of electric vehicle charging stations in appropriate locations.⁵

³ Deed book 13046, Page 1530. Accessed January 29, 2019 from the Ocean County Clerk’s Office, Official Records Public Search.

⁴ Manchester Township Tax Map, page 8. Prepared February 1973 and revised through December 2017. <http://manchestertwp.com/assessor/maps/Manchester%20Tax%20Map%20Sht%2008.00.pdf>, accessed January 21, 2020.

⁵ Section 7 of P.L.1992, c.79 (C.40A:12A-7) was amended on November 6, 2019 requiring that, for a redevelopment plan, which shall be carried out with a redevelopment plan adopted by ordinance of the municipal governing body, the plan shall indicate the project area’s relationship to the development of public electric vehicle charging infrastructure in appropriate locations. The plan shall also include proposed locations for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network. The Essential Public Charging Network (EPCN), as noted by the nonprofit ChargeVC, is a state initiative to jumpstart the electric vehicle (EV) charging station market by constructing a comprehensive network of charging stations throughout New Jersey. The effort is to address the concern of “Range Anxiety” for existing and potential EV drivers, of not having an adequate number of convenient charging stations available when and where needed by a driver.

RELATIONSHIP TO LOCAL OBJECTIVES

The most recent Township of Manchester Master Plan Reexamination Report was adopted by the Planning Board on August 7, 2017. The 2017 Reexamination Report does not specifically identify the Redevelopment Plan area but recommends several amendments to the HD-3 Zone, including a maximum building height of three stories, increasing the maximum building height from 35 feet to 40 feet, and permitting Shopping Plazas, Shopping Centers, and Neighborhood Shopping Centers in the zone. The recommendations relating to shopping centers were originally listed in the Township's July 7, 2014 Master Plan Reexamination Report Addendum, following a June 3, 2014 invalidation of Ordinance #05-43, which provided for such uses.⁶

General goals and policies of the Township's 2011 Master Plan relevant to this Redevelopment Plan are as follows:

- **Goal 1:** To create a balanced and compatible arrangement of residential, commercial, office and industrial land uses.
- **Goal 3:** To permit future residential and non-residential growth in a coordinated and managed approach.
- **Goal 6:** To encourage and enhance, the beautification of the Township and retain its natural use through the proper land use, land subdivision, site plan and other development controls.
- **Goal 7:** To continue to use practical and flexible development criteria, in order to protect existing open space, conserve the natural landscape, protect sensitive ecological areas and provide for development on a controlled and comprehensive basis.
- **Goal 9:** To provide for a variety of housing types and choices in the Master Plan and provide for Manchester's fair share of low and moderate-income housing as set forth in the Housing Plan.

2011 MUNICIPAL STORMWATER MANAGEMENT PLAN

- **Goal 2:** Minimize, to the extent practical, any increase in stormwater runoff from any new development.
- **Goal 3:** Reduce soil erosion from any development, redevelopment or construction project.
- **Goal 6:** Prevent, to the greatest extent feasible, an increase in non-point source pollution.

RELATIONSHIP TO OTHER PLANS

This section of the Redevelopment Plan reviews the relationship of the Redevelopment Plan to the plans of adjacent municipalities, Ocean County, Pinelands Commission, and the State of New Jersey.

⁶ Ordinance #05-43 was deemed to be invalid by the Superior Court Appellate Division (Docket No. A-2814-11T, A-2958-12T4, A-595B-12T4) on June 3, 2014 due to a lack of proper notice to adjoining municipalities pursuant to N.J.S.A. 40:55D-62.1 of the Municipal Land Use Law.

TOMS RIVER MASTER PLAN REEXAMINATION

The Redevelopment Area is located on the Route 37 corridor, which Manchester shares with Toms River Township. Toms River has several goals in its Master Plan Reexamination relevant to this corridor.

TOMS RIVER 2017 LAND USE PLAN REEXAMINATION

- **Economic Development Goal 6:** Promote core retail destinations in areas where new residential development can support them, such as in the highway cores (Route 37, Route 9, Route 70, Hooper Avenue, etc.), and in Ortley Beach and Coates Pointe.
- **Circulation Goal 7:** Coordinate with the New Jersey Department of Transportation and neighboring municipalities to identify strategic improvements and long-term solutions that coordinate traffic flow with land use, particularly along heavily traveled roads such as Route 9, Route 70 and Route 37.

BERKELEY TOWNSHIP 1997 MASTER PLAN AND 2008 LAND USE & CIRCULATION ELEMENTS

Berkeley Township shares a boundary with Manchester and has significant residential developments along the Toms River section of Route 37. While many of these communities are accessed from Route 37, there is little discussion of the Route 37 corridor in this section of the town (it does pass through a non-contiguous part of Berkeley Township in Pelican Island). Berkeley Township's 1997 Master Plan and 2008 Land Use Plan Element both note that the shared boundary with Manchester is largely undeveloped due to environmental sensitivity. Relevant goals from the 2008 Land Use and Circulation Elements include:

- **Goal 2:** Provide a healthy balance of land uses that preserves the residential character of the neighborhoods; maintains a balanced stock of quality housing that accommodates diverse lifestyles and age groups; and provides convenient opportunities to acquire essential goods and services.
- **Objective 3:** Encourage commercial development and retrofitting that emphasizes quality architecture, shared access and parking, transit friendly facilities, pedestrian circulation, appropriate intensification of buildings, and extensive landscaping; and which avoids oversized parking areas, light pollution, and multiple and uncontrolled highway access points.

ROUTE 37 ECONOMIC CORRIDOR VISION PLAN

The Redevelopment Area lies within the study area of Together North Jersey's (a planning initiative by the North Jersey Transportation Planning Authority to create a comprehensive plan for sustainable development in the region) Route 37 Economic Corridor Vision Plan, a comprehensive plan developed to create an economic development corridor between Toms River Township and the Joint Base McGuire-Dix-Lakehurst, focusing on NJ State Route 37. The following are relevant goals from the plan:

- **Vision Plan Project Goal 2:** Leverage assets such as the Joint Base/Quality Assurance Lab in Manchester and Lakewood's international trade designation for economic development within the corridor.

- **Economic Development Recommendation 1:** Retail repurposing and greyfield redevelopment.
- **Economic Development Recommendation 5:** Developing facilities for clean energy and green infrastructure.

OCEAN COUNTY MASTER PLAN

The Ocean County Master Plan does not specifically mention the Redevelopment Area, but it does mention the Route 37 corridor as well:

- **Transportation and Mobility Goal 3:** Encourage the NJ Department of Transportation to modernize and upgrade state highways throughout Ocean County, including Route 9, Route 35, Route 37, Route 70, Route 72, Route 88 and Route 166.
- **Brownfield Site Recommendations:** The New Jersey Department of Environmental Protection provides funding for the cleanup and reuse of these sites. Large Brownfield sites should be targeted for cleanup and redevelopment by the municipalities.
- **Economic Planning and Workforce Development Goal 11:** Promote Brownfields incentives to facilitate the redevelopment of underutilized properties.

PINELANDS COMPREHENSIVE MASTER PLAN

The Redevelopment Area is within the Regional Growth Area, a Pinelands Comprehensive Management Plan management area defined as “areas of existing growth and adjacent lands capable of accommodating regional growth influences while protecting the essential character and environment of the Pinelands.”

NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State Plan lists eight goals, derived from the State Planning Act, in which to coordinate public and private actions to guide future growth for New Jersey. Relevant goals furthered by the Redevelopment Area include:

- **Goal 2:** Conserve the State’s Natural Resources and Systems.
- **Goal 3:** Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey.
- **Goal 4:** Protect the Environment, Prevent and Clean Up Pollution.

REDEVELOPMENT PLAN

This chapter of the Redevelopment Plan provides the land use requirements for the redevelopment of the Redevelopment Area.

DEFINITIONS

Active Recreation Space—Indoor or outdoor areas designed for unstructured physical activities, which may include, but shall not be limited to community clubhouses, swimming pools, tot lots, and fitness paths.

Gasoline Stations with Convenience Stores (447110)—Establishments engaged in retailing automotive fuels (e.g., diesel fuel, gasohol, gasoline) in combination with convenience store or food mart items. These establishments can either be in a convenience store (i.e., food mart) setting or a gasoline station setting. A Gasoline Station with Convenience Store shall not include maintenance, repair or service activities which require bays or lifts, such as oil changes or lubrication of chassis, nor shall it include washing or polishing of vehicles.

Passive Open Space—Undeveloped land set aside, dedicated, designated, or reserved for public or private use or enjoyment or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space. Passive Open Space may contain stormwater management facilities.

Self-Storage Facilities (531130)—Establishments primarily engaged in renting or leasing space for self-storage. These establishments provide secure space (i.e., rooms, compartments, lockers, containers) where clients can store and retrieve their goods.

Self-Storage, Climate-Controlled—A type of self-storage use that provides climate-controlled storage space and meets the standards of Chapter 133, *Uniform Construction Codes*, and Chapter 179, *Fire Prevention*, of the Township Code.

Townhouse—An attached single-family residential unit in a row of at least three such units in a structure, such that each unit has its own front and rear access to the outside, no unit is located above another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. Ownership of a townhouse development can be in the form of condominium, whereby ownership of common areas is through homeowner associations.

Townhouse, Stacked—Townhouses that have multiple units vertically, typically two in number, each unit having its own private entrance from the street or at least from the outside.

LAND USE AND DEVELOPMENT REQUIREMENTS

The Redevelopment Area (Block 44, Lot 15.01) is situated within the HD-3 – Highway Development Zone District. This Redevelopment Plan establishes the 2065 Route 37 Redevelopment District to encompass the entire Redevelopment Area. The 2065 Route 37 Redevelopment District shall supersede the underlying zoning for the entire Redevelopment Area.

LAND USE AND BUILDING REQUIREMENTS

PERMITTED PRINCIPAL USES

1. Townhouses
2. Stacked Townhouses
3. Gasoline Stations with Convenience Stores (NAICS 447110, as modified by the definition above)
4. Renewable Energy Facility, as defined in Chapter 245 and subject to the requirements of Subsections 245-86.1 and 245-86.2.
5. All permitted uses within the HD-3 Zone District, as per Chapter 245, Appendix 6-Schedule D.
6. Self-Storage Facilities (NAICS 531130, as modified by the definition above).
7. More than one permitted principal use shall be permitted in the Redevelopment Area.

PERMITTED ACCESSORY USES

1. Leasing offices associated with residential development.
2. Residential amenities for private use by residents including but not limited to: clubhouse, swimming pool and active recreation areas.
3. Off-street parking associated with permitted principal uses in accordance with the Off-Street Parking, Loading and Circulation Requirements outlined within this Plan.
4. Electric vehicle charging stations.
5. Signage associated with permitted principal uses in accordance with the Sign Regulations outlined within this Plan.
6. Solar Energy System Parking Canopy.
7. Any other use that is deemed by the Planning Board to be customary, incidental, and accessory to the principal use or structures permitted herein.

LOT BUILDING AND INTENSITY REQUIREMENTS

Project Site Requirements	
Standard	Requirement
Minimum Project Area	Entire Redevelopment Area
Maximum Project Lot Coverage	65%*
<i>*For the purpose of the above table, the Project shall mean the entire 45.5-acre Redevelopment Area, which may be developed in phases. Lot area and coverage for individual tax lots shall be dependent upon the use as set forth above, and the aggregate lot area and coverage shall also comply with the requirements for Project area and coverage.</i>	

Project Site Requirements			
	Commercial Use	Self-Storage Facility	Residential
Minimum Lot Area	2 Acres	2 Acres	10 Acres
Minimum Lot Frontage	200 Feet (along Rt. 37 or Commonwealth Blvd.)	200 Feet	
Minimum Lot Depth	200 Feet	200 Feet	
Maximum Lot Coverage (per lot)	75%	75%	65%
Minimum Front Yard Setback	50 Feet	50 Feet	25 Feet
Minimum Side Yard Setback	50 Feet	50 Feet	25 Feet
Minimum Rear Yard Setback	50 Feet	50 Feet	25 Feet
Maximum Building Height	40 Feet	50 Feet	40 Feet
Maximum Building Height (Stories)	3 Stories	4 Stories	3.5 Stories
Minimum Setback from Parking Area to Lot Line	10 Feet		
Minimum Setback from all existing or proposed roads	50 Feet		
Minimum Setback to Redevelopment Area Boundary	50 feet	50 feet	50 Feet
Maximum Density			6 Units/Acre
Minimum Unit Width			20 Feet
Minimum Floor Area per Unit			600 Sq. Ft.
Minimum Units per Building			4 Units
Maximum Units per Building			10 Units
Minimum Building Setback from internal Street			20 Feet
Minimum Distance between Buildings			40 Feet
Minimum Active Recreation			50 Sq. Ft./Unit
Minimum Passive Open Space			100 Sq. Ft./Unit

ADDITIONAL STANDARDS

1. Porches, stoops or steps at building entrances may encroach into the required building setback area a maximum of five (5) feet.
2. Bay windows, balconies, or other projections from the building façade may encroach into the required front yard area a maximum of three (3) feet.
3. Bay windows and chimneys may encroach into the required side yard area a maximum of three (3) feet.
4. The height limitations shall not apply to necessary mechanical appurtenances usually carried above the roof level. Such features shall not exceed in total coverage 15 percent of the total roof area and shall not exceed a reasonable height to be determined by the Planning Board or Zoning Officer.
5. The height of a Solar Energy System Parking Canopy Height may not exceed the height of the principal structure that the parking area serves and must allow clearance for emergency service and service vehicles.

OFF-STREET PARKING, LOADING AND CIRCULATION REQUIREMENTS

1. The number of off-street parking spaces for Gasoline Stations with Convenience Stores shall be 1 space per 250 square feet of floor area.
2. The total number of off-street parking spaces for self-storage facilities shall be 0.2 spaces per 1,000 square feet of rentable self-storage space. The Planning Board may grant a request by the Redeveloper to reserve up to 75 percent of the required spaces for future construction should demand require (i.e. providing a minimum 1 space per 20,000 sq. ft. of rentable self-storage space). Such a request shall include testimony and evidence that the parking demands for the proposed use will not necessitate the number of spaces required.
3. Required parking spaces for self-storage facilities may not be rented as, or used for, vehicular storage or the storage of partially dismantled, wrecked, or inoperable vehicles.
4. ADA parking spaces shall comply with the requirements of the Federal Americans with Disabilities Act.
5. Parking areas and driveways thereto required for commercial uses shall be adequately illuminated during operating hours which occur after sunset. Any adjacent residential uses shall be fully shielded from the glare of said illumination and that of automobile headlights. All outdoor lighting fixtures shall be dark sky compliant and shall not exceed a color temperature of 3,000 Kelvin.
6. Interior roads and driveway location for self-storage facilities:
 - a. All access and on-site driveways and aisles within the self-storage facility development shall be private roads and shall be completed in accordance with the regulations of Manchester Township.
 - b. All driveways and aisle ways shall be subject to the review and approval of the Fire Subcode Official.

SIGN REGULATIONS

All signage shall comply with Section 245-27, except as follows:

- 1 One ground sign is permitted per each use for each street frontage along a site. Ground signs are subject to the following limitations.
 - a. Ground signs shall not be located within 15 feet of any property line.
 - b. A ground sign shall not exceed 60 square feet in area.
 - c. A ground sign 60 square feet or less shall not exceed eighteen (18) feet in height.
- 2 Wall signs shall be permitted in accordance with Section 245-27 E (15)(b).
- 3 Signage may be permitted on a detached canopy used for fueling operations on each street frontage along a site.
 - a. The total area for all canopy signage shall not exceed 20 square feet.
 - b. Signage may be permitted spanning the area below a detached canopy on each end of the structure. The total area for all spanner signage shall not exceed 80 square feet.

DESIGN STANDARDS

GENERAL DESIGN STANDARDS

1. The project may be constructed in Phases to be outlined in a Redeveloper’s Agreement executed between the Township Council, acting as the redevelopment agency, and the designated redeveloper.

STREETS AND CIRCULATION

2. The Commonwealth Boulevard extension shall have a pedestrian walk placed on the East side parallel to the street and opposite the Route 37 ramp to promote safe, efficient and orderly movement of pedestrians.
3. Developments of 50 or more units shall provide a divided roadway which provides alternate emergency access.
4. Streets shall be constructed with a width of 24 feet inside face to inside face of curbs. Divided roadways with a curbed center island are permitted with an 18-foot width in each direction.
5. All uses other than residential shall comply with the construction specifications set forth in Section 245-81C, the sidewalk requirements set forth in Section 245-81L, and the streetlight requirements set forth in Section 245-81M.

DRIVEWAYS AND PARKING FACILITIES

6. Driveways and parking facilities within in the project shall comply with Section 245-81N.
7. Conversion of residential garage spaces into habitable area is prohibited.

ARCHITECTURAL AND BUILDING REQUIREMENTS

8. Architectural and building requirements shall comply with Section 245-82C.
9. Building design requirements for self-storage facilities shall be as follows:
 - a. Self-storage facility buildings shall emphasize quality building articulation, detailing and durable materials. The architecture shall reduce the apparent scale of the building and its actual purpose. It shall provide visual interest to pedestrians, vehicular traffic and neighboring properties. Architectural design shall not conflict with the commercial, retail and residential character of the Redevelopment Area.
 - b. Buildings shall be designed with architectural treatments (including, but not limited to fenestration, porticos, recesses, porches, colonnades, and brick/stone/masonry accents) so that every façade that can be easily seen from any street, public parking lot or public area will not contain a blank wall space greater than 40 feet in length. The design shall comply with standards set forth in Chapter 245, Article IX, Improvements, Requirements and Design Standards, and shall include landscape elements to minimize the identity of the building as a self-storage facility building.

ENVIRONMENTAL DESIGN REQUIREMENTS

10. The project shall comply with the requirements of the New Jersey Department of Environmental Protection, the New Jersey Pinelands Commission, and all other applicable regulatory agencies.
11. The Planning Board may waive all or portions of an Environmental Impact Statement as part of site plan submission in cases where an approved NJDEP CAFRA Compliance Statement is provided and where such compliance statement includes the same information that would be required as part of an Environmental Impact Statement.
12. Identification of specimen of trees shall not be required.
13. Stormwater management shall be in accordance with N.J.A.C. 7:8 and §245-83 of the Township Code.
14. A solar energy system may exceed the applicable maximum accessory structure height if it will cover an impervious surface parking area. Height may not exceed the height of the primary structure that the parking area serves. Minimum height of the parking canopy must allow clearance for emergency service and service vehicles.

LANDSCAPING DESIGN REQUIREMENTS

15. Landscaping design shall comply with Section 245-82F.
16. Total landscaped and natural vegetation areas shall conform to the required Tree Preservation requirements under NJAC 7:7-13.17.

OPEN SPACE AND RECREATION REQUIREMENTS

17. Land reserved for common open space and recreation shall be managed by a homeowner's association.

PERFORMANCE STANDARDS FOR SELF-STORAGE FACILITIES

18. All storage units shall gain access from the interior of the building – no unit doors shall face the street or be visible from the property.
19. Outdoor storage is prohibited. All goods and property stored at a self-storage facility shall be stored in an enclosed building. No outdoor storage of boats, RVs, vehicles, etc., or storage in outdoor storage pods or shipping containers is permitted.

STREETLIGHTING

20. Streetlighting shall be in accordance with Section 245-86.

AFFORDABLE HOUSING

1. The residential component of the Project shall have an affordable housing set aside of 15 percent of rental units or 20 percent of for-sale units, which may be satisfied through a combination of on-site affordable units, construction of affordable units elsewhere in the Township, and/or a Payment-In-Lieu contribution to the Township's Affordable Housing Trust Fund.

RELATIONSHIP TO THE ZONING ORDINANCE

EFFECT OF PLAN

The Redevelopment Plan shall supersede the existing underlying zoning for the Redevelopment Plan area and the applicable provisions of Chapter 245 (Land Use and Development) of the Manchester Township Code.

TERMS & DEFINITIONS

Any terms or definitions not addressed within this Redevelopment Plan shall rely on the applicable terms and conditions set forth in the General Ordinances of the Township of Manchester.

OTHER APPLICATION DESIGN

Any design or performance standards not addressed within this Redevelopment Plan shall rely on the applicable design and performance standards set forth in the General Ordinances of the Township of Manchester.

ZONING MAP REVISION

The Redevelopment Plan supersede the existing zoning for the parcel identified in this Redevelopment Plan and the applicable provisions of Chapter 245 (Land Use and Development) of the Manchester Township Code. As a result, the Official Zoning Map of Manchester Township shall be amended to identify the Redevelopment Area.

GENERAL PROVISIONS

RELOCATION

A relocation plan is not applicable as there are no residential units or businesses currently located on the subject site. Therefore, no relocation assistance is necessitated by this Redevelopment Plan.

ACQUISITION

This Redevelopment Plan intends to encourage a developer to acquire a proprietary interest in the property to be redeveloped pursuant to this Plan. The governing body adopted the study area as a Non-Condensation

Area in Need of Redevelopment. Therefore, no private property is identified for acquisition other than through private sale between a willing buyer and seller.

VARIANCES AND WAIVERS FROM REDEVELOPMENT PLAN REQUIREMENTS

Variation from one or more of the specific development requirements set forth in this Redevelopment Plan may be necessary in certain circumstances for the effective redevelopment of the Redevelopment Area or to meet state or federal permit requirements. In such an instance, the Planning Board may grant deviations from standards contained herein, which shall be considered analogous to variance relief pursuant to N.J.S.A. 40:55d-70(c) or design exceptions pursuant to N.J.S.A. 40:55d-51, provided that the Redeveloper satisfies the statutory criteria for such relief as set forth in the Municipal Land Use Law. Use variances, pursuant to N.J.S.A. 40:55d-70(d), are not permitted. Any variation from the permitted uses listed in this Redevelopment Plan shall require an amendment to the Redevelopment Plan in accordance with the procedures set forth in the Local Redevelopment and Housing Law. Any such amendment shall be conditioned upon a finding that such deviation would be consistent with and in furtherance of the goals and objectives of this Redevelopment Plan.

REDEVELOPER SELECTION

In order to assure that the vision of the Redevelopment Plan will be successfully implemented in an effective and timely way in order to promptly achieve the public purpose goals of the Plan, the Mayor and Council, acting as the Redevelopment Entity, will designate the Redeveloper(s) for any redevelopment project in the area governed by this Redevelopment Plan. All Redevelopers will be required to execute a redevelopment agreement satisfactory to the Mayor and Council as one of the requirements to be designated as the Redeveloper(s).

It is anticipated that the implementation of this Redevelopment Plan may designate existing owners of one or more of the property owners within the Redevelopment Area as the Redeveloper of their own properties.

REVIEW PROCEDURES

1. The Mayor and Council, acting as the Redevelopment Entity, shall review all proposed redevelopment projects within the Redevelopment Area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant Redevelopment Agreement(s). Such review shall occur prior to the submission of the redevelopment project(s) to the Planning Board for site plan approval.
2. As part of its review, the Redevelopment Entity may require the Redeveloper(s) to submit proposed site plan applications to a subcommittee of the Redevelopment Entity prior to the submission of such applications to the Planning Board. Such Subcommittee may include members of the Redevelopment Entity and any other Township staff and/or professionals as determined necessary and appropriate by the Mayor and Council. Such Subcommittee shall make its recommendations to the full Redevelopment Entity for formal authorization to proceed to the Planning Board for development approval.

3. In undertaking its review, the Redevelopment Entity shall determine whether the proposal is consistent with this Redevelopment Plan and relevant Redevelopment Agreement(s). In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of the Plan.
4. Following this determination, all development applications shall be submitted to the Planning Board through the normal site plan and subdivision procedures as outlined in the Municipal Land Use Law and the Township Code.
5. The Planning Board shall deem any application for site plan approval subject to this Redevelopment Plan incomplete if the proposed project is required by this Redevelopment Plan to be addressed through a redevelopment agreement with a designated Redeveloper and the applicant has not been so designated by the Redevelopment Entity.

TAX ABATEMENT PROGRAM

By designating this area as An Area in Need of Redevelopment, Manchester Township has the authority to offer long-term (up to 30 years) tax exemptions or abatements as a financial incentive to encourage rehabilitation and/or redevelopment of the area, in accordance with N.J.S.A. 40A-20-1 et seq. Any tax abatement(s) for the rehabilitation and/or redevelopment of the area shall be addressed as part of the redevelopment agreement and financial agreement.

CERTIFICATES OF COMPLETION AND COMPLIANCE

Upon the inspection and verification by the Redevelopment Entity that the redevelopment of a parcel subject to redevelopment and/or a redeveloper agreement has been completed, such parcel will be deemed no longer in need of redevelopment.

This Redevelopment Plan will remain in effect until the Redevelopment Plan is deemed no longer necessary for the public interest and repealed by Ordinance of the Mayor and Council.

SEVERABILITY

Any word, phrase, clause, section or provision of this plan, found by a court or other jurisdiction to be invalid, illegal or unconstitutional, such word, phrase, section or provision shall be deemed severable and the remainder of the Redevelopment Plan shall remain in full force and effect.

APPENDIX

#19-290

RESOLUTION OF THE TOWNSHIP OF MANCHESTER, COUNTY OF OCEAN, STATE OF NEW JERSEY, DESIGNATING BLOCK 44, LOT 15.01 OF THE TOWNSHIP OF MANCHESTER AS A NON-CONDEMNATION AREA IN NEED OF REDEVELOPMENT, PURSUANT TO N.J.S.A. 40A-12A-1 ET SEQ.

WHEREAS, the Township Council of the Township of Manchester adopted Resolution #18-400 on December 10, 2018, authorizing the Planning Board to undertake a preliminary investigation to determine whether the Karen Site (former Thomas Nicol Asphalt Co. plant) property (Block 44, Lot 15.01) is "an area in need of redevelopment" pursuant to N.J.S.A. 40A:12A-6 of the Local Redevelopment and Housing Law; and,

WHEREAS, the Karen Site is located at 2065 State Highway 37, in the Township of Manchester, and this property is noted as Block 44, Lot 15.01 as designated on the Township's tax map ("study area"); and,

WHEREAS, to assist the Planning Board with its investigation, the Planning Board has directed the Township Planner, Daniel Bloch, PP, AICP, of Maser Consulting, P.A. to prepare and submit to the Board a map of the properties being studied and a preliminary report as to his findings; and,

WHEREAS, the Board Planner undertook an investigation of the lot in question and prepared a preliminary report and map as required by law, and filed same with the Township Clerk prior to the public hearing in this matter; and,

WHEREAS, the Planning Board gave notice of a public hearing to be held in the matter by publishing two Notices in the Asbury Park Press (once per week for two consecutive weeks) the last being at least 10 days prior to the hearing, and served a copy of the Notice on the owners of all lots in the study area and any other interested parties by certified mail at the address on file with the Township Tax Assessor; and,

WHEREAS, on July 1, 2019 the Planning Board held a public hearing to consider the preliminary report and map, and took testimony from Nicholas Dickerson, PP, AICP, of Maser Consulting, P.A. concerning his investigation, report and map; and,

WHEREAS, the Planning Board hearing was opened for public comment and the Board considered the testimony of all interested parties; and,

WHEREAS, the Planning Board agreed with the factual findings, reasoning and conclusions set forth in the report dated June 6, 2019 submitted by Daniel Bloch, PP, AICP and Nicholas Dickerson, PP, AICP, and found substantial evidence therein that Block 44, Lot 15.01 meets the criteria set forth in N.J.S.A. 40A:12A-5(a), (b), and (d), due to *inter alia*, the obsolete layout of the site, abandonment of the prior use, dilapidated and unsafe conditions of the structures thereon, limited highway access, environmental contamination, and other factors that provide a detriment to the safety, health, morals and welfare of the community; and,

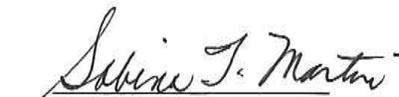
WHEREAS, the Planning Board memorialized a resolution on July 1, 2019, finding that that Block 44, Lot 15.01 is in need of redevelopment and recommended that the Township Council designate same by resolution pursuant to Local Housing and Redevelopment Law, N.J.S.A. 40A:12A-1 et. seq.

NOW, THEREFORE, BE IT RESOLVED by the Township Council of the Township of Manchester, County of Ocean, State of New Jersey as follows:

1. The Township Council of the Township of Manchester hereby agrees with, adopts, and incorporates the findings of fact and conclusions of law of the Planning Board which are set forth in its resolution dated July 1, 2019, regarding the study area.
2. The Township Council of the Township of Manchester specifically agrees with the conclusion of the Board that Block 44, Lot 15.01 meets the aforementioned criteria for a redevelopment area designation, and the Township Council of the Township of Manchester finds that such conclusion is supported by substantial credible evidence.
3. The Township Council of the Township of Manchester further agrees with the recommendation of the Board that Block 44, Lot 15.01 be designated as a non-condemnation area in need of redevelopment.
4. Block 44, Lot 15.01 in the Township of Manchester is hereby designated as a non-condemnation area in need of redevelopment, and that these properties are accordingly a Redevelopment Area.
5. The Township of Manchester shall not use the power of eminent domain in connection with any future redevelopment of the subject property, and any redevelopment plan prepared and adopted shall so provide.
6. The Township Council hereby authorizes a committee to be formed consisting of the Mayor, two members of the Township Council, three members of the Planning Board, and appropriate Township professionals to facilitate the preparation of a Redevelopment Plan for the subject property pursuant to the provisions of N.J.S.A. 40A: 12A-7, which shall be considered for approval by the Council.
7. This Resolution shall be transmitted to the Planning Board of the Township of Manchester, and shall take effect immediately.
8. This Resolution shall be transmitted by the Township Clerk to the Commissioner of the Department of Community Affairs pursuant to N.J.S.A. 40A:12A-6b(5)c.
9. The Township Clerk shall forward a certified copy of this Resolution to the following:
 - a. Harvey N. Karen
150 Tennis Court
Wall, New Jersey 07719
 - b. Manchester Township Zoning Officer
 - c. Manchester Township Planning Board
 - d. Gregory Hock, Esq., Planning Board Attorney
 - e. Township Clerk
 - f. Township Attorney

CERTIFICATION

I, Sabina T. Martin, Clerk of the Township of Manchester, County of Ocean, State of New Jersey, do hereby certify the foregoing to be a true and correct copy of a Resolution adopted by the Township Council on the 22nd day of July, 2019.


Sabina T. Martin, RMC
Municipal Clerk