

Township of Voorhees
County of Camden
MASTER PLAN AMENDMENT
March 2007



As adopted by the Voorhees Township Planning Board on March 14, 2007

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The original of this document was signed and sealed in accordance with NJAC 13:41-1.3.b

I. INTRODUCTION

In July of 2005 a Master Plan Re-examination Report was adopted by the Planning Board (Resolution 05-28). The Master Plan recommended standards for the development of large tracts of land along Route 73 with sewer infrastructure (Part IV: Recommendations, A. Route #73). These recommendations included the establishment of the MB (major business) zone, with "medical campus" as a permitted conditional use category. Some design standards were also recommended. The MB zone was subsequently established by ordinance, but the medical campus standards were not adopted, as more information about the potential for such development was required.

Since that time, significant new information has been promulgated regarding the need for such a facility and its magnitude.

Land Use Exigencies

The New Jersey Department of Health and Senior Services (DHSS) has a process through which health care related facilities are evaluated in terms of stratified population distribution and projection, existing and proposed health services in the region, projected need for these facilities and other factors. Only if it can be concluded that there will be a shortage in adequate health care will the DHSS issue a Certificate of Need for the proposal. Absent this certification a facility will not be eligible to receive reimbursement through various government programs, thus rendering it impractical.

The DHSS has issued a Certificate of Need for the relocation of the existing Virtua campus to a new location on Route 73, coinciding with the recommendation in the Master Plan. However, this Certificate of Need calls for a substantial expansion in terms of current technological requirements, future changes and necessary infrastructure support, as well as other patient and community needs.

Thus, these Master Plan revisions are recommended in order to adequately accommodate a complex and comprehensive health care facility, while considering the goals and objectives of the Township overall. The addition of a medical campus facility will be a significant benefit to the overall vision for the Route 73 corridor as well as making a significant contribution to the public health and welfare of the entire community.

In addition, section III below recommends the addition of gasoline filling stations as a permitted use in the MB major business zone along Route 73.

Section IV amends the 2005 Master Plan Reexamination to recommend that the Township consider utilizing the tools available through the Local Redevelopment and Housing Law to reach its goals with regard to redevelopment and adaptive re-use.

II. RECOMMENDATIONS for Amendments regarding Medical Campus

The conditional use category for the medical campus in the MB zoning district should be amended to reflect the standards and guidelines set forth below.

1. Uses:

All types of medical and health care related uses, such as hospitals, clinics, practitioners' offices and the like, including laboratories, conference facilities and other support

services. Restaurants and lodging may be permitted as ancillary uses to be used only by staff, visitors, conferees and patient families.

Accessory uses:

In addition to customary accessory uses, air transport (heliport) landing areas may be permitted to support health care operations provided that there will not be shelters, repair facilities, or temporary or permanent staging or storage areas. Landing areas must meet the setbacks set forth below and must comply with all federal and state requirements.

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| 2. <u>Minimum tract area:</u> | 100 acres |
| 3. <u>Minimum frontage:</u> | 1,000 feet |
| 4. <u>Maximum building coverage:</u> | 25% |
| 5. <u>Maximum total impervious coverage:</u> | 60% |
| 6. <u>Minimum Setbacks from property line*:</u> | |
| a. Buildings and structures from Route 73: | 100 feet |
| b. Buildings and structures where adjacent use and/or zone is residential other than from Route 73: | 200 feet |
| c. Buildings and structures where adjacent use is non-residential other than from Rte 73: | 100 feet |
| d. Surface Parking to Route 73: | 100 feet |
| e. Surface parking where adjacent use and/or zone is residential other than from Rte 73: | 100 feet |
| f. Surface parking where adjacent use is non-residential other than from Rte 73: | 100 feet |
| g. Helipad: | 200 feet |
| h. Access "ring" road from Route 73: | 50 feet** |
| i. Access "ring road" where adjacent use/and or zone is residential or non-residential: | 50 feet** |
| j. Buildings, structures, and surface parking from the rear and sides of adjacent non-residential properties that have frontage on Route 73 and are not separated from the medical campus by a right-of-way: | 25 feet |
| k. Accessory public utility installations: | 50 feet*** |

* In order to ensure proper setbacks from residential and non-residential uses and/or zones, the applicant should submit a surrounding land use and zoning plan demonstrating the setback requirements.

** Access drives a maximum of 25 feet in width may be permitted within the area between 50 and 100 feet from the property line provided that an enhanced berm a minimum of six feet high is provided along with the buffer landscaping required by section 154.006. A typical cross section of the area must be provided by the applicant.

*** Public utility structures, such as pumping stations approved by the CCMUA must be surrounded by a landscaped area a minimum of 6 feet in height.

7. Maximum Height:
 - a. At building setback line: 50 feet
 - b. Height may increase by four (4) feet for every five (5) feet of additional building setback to a maximum of 145 feet.
8. Circulation: An internal access "ring" road is recommended to provide access to all areas of the site.
 - a. There may be no more than one major full movement access and one secondary access with "right in/right out" turning movements from Route 73 with an internal collector road connecting all areas of the campus.
 - b. One full movement secondary access may be established along the northern section of Dutchtown Road (runs in east-west direction), only if a traffic signal is approved by NJDOT and installed at the northern intersection of Dutchtown Road and Route 73, if Dutchtown Road is widened and improved to Township standards, and if Dutchtown Road is altered so that there is not a continuous unbroken travel way from either of its intersections with Route 73 and the other (i.e. two cul-de-sacs are created).
 - c. Emergency and service access may also be permitted along the northern section of Dutchtown Road, only if Dutchtown Road is altered so that it is not a continuous unbroken travel way from either of its intersections with Route 73 to the other as indicated above.
9. Signage: Signage should comply with the requirements of section 152.187B(8), except that if the development has more than one access point on Route 73, and the access points are more than 500 feet apart, two freestanding signs may be permitted. Functional and directional signs may be placed throughout the development to facilitate traffic flow and navigation. It is recommended that the implementing ordinance contain a provision that allows the Planning Board to grant waivers to permit larger functional or directional signage within the site where such signs will promote public health and safety.
10. Parking: Parking shall be based upon the requirements of section 154.002, except shared parking may be utilized based upon ULI, ITE and other reputable sources acceptable to the approving agency. Parking areas shall be interconnected.
11. Pedestrian Access: There shall be a comprehensive pedestrian circulation system connecting parking areas, health care facilities, open spaces and public transit stops if applicable.
12. Buffering: A fifty foot buffer shall be required within the setbacks from Route 73 (Route 73 streetscape standards) and Dutchtown Road consistent with section 154.006. A comprehensive landscape plan shall include all landscape material, berms, walls and fencing.
13. GDP required: The development of a medical campus should utilize the General Development Plan procedure in accordance with N.J.S.A 40:55D-45 et. seq., including phasing.

14. Phasing: Any development including hospital uses shall include a schedule which assures an appropriate proportion of non-tax exempt uses as development of the hospital progresses.

III. RECOMMENDATIONS for Gasoline Filling Stations

It is recommended that gasoline filling stations be added as a permitted use in the MB zone. Since Route 73 is a heavily traveled state highway, it is appropriate to include gasoline filling stations as a permitted use in the MB zone. While the Planning Board recognizes that fueling stations play a practical and functional role in the day to day operation of the community, the Board recommends that to the extent possible, the governing body implement proximity restrictions to limit the potential to locate gasoline fueling stations adjacent to other gas stations, schools, government buildings and places of worship. It is recommended that gas stations on Route 73 be permitted to operate 24 hours per day. Buffering, landscaping and design should be reviewed carefully to ensure that visual impacts will be adequately mitigated. The recommended bulk requirements can be as follows:

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| 1. Minimum lot size: | 2 acres |
| 2. Minimum frontage: | 200 feet |
| 3. Minimum front yard
(structures, pavement and filling area): | 50 feet |
| 4. Minimum side yard: | 50 feet |
| 5. Minimum rear yard: | 100 feet |
| 6. Maximum height: | 30 feet |
| 7. Maximum building coverage: | 15% |
| 8. Maximum impervious: | 60% |

IV. RECOMMENDATIONS for REDEVELOPMENT PLANS

Part V of the 2005 Master Plan Reexamination Report addressed the requirement set forth in N.J.S.A. 40:55D-89(e), which indicates that the Reexamination report shall state:

The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law" P.L. 1992, c 79 (C.40A:12A-1 et al) into the land use plan element of the development regulations necessary to effectuate the redevelopment plans of the municipality.

At the time, there were no additional redevelopment plans recommended. The planning board wishes to amend its recommendation as follows.

The Planning Board recommends that redevelopment should be considered as a means to encourage revitalization and redesign of obsolete, under used, or deteriorating properties. The Local Redevelopment and Housing Law may be employed as a tool, where appropriate in accordance with the law, to avert and reverse a trend toward decline.