

RESOLUTION # 2019-316

BE IT RESOLVED by the Township Council of the Township of Marlboro that an Ordinance entitled:

ORDINANCE # 2019-15


AN ORDINANCE ADOPTING A REDEVELOPMENT PLAN FOR
THE SCATTERED SITES REDEVELOPMENT AREA OF
THE TOWNSHIP OF MARLBORO

be introduced and passed on first reading and that the same be advertised according to law; and

BE IT FURTHER RESOLVED that the same be considered for final passage on December 12, 2019 at 7:00 p.m. at the Marlboro Municipal Complex, 1979 Township Drive, Marlboro, New Jersey, at which time all persons interested will be given an opportunity to be heard concerning said ordinance.

OFFERED BY: SCALEA AYES: 5

SECONDED BY: METZGER NAYS: 0



ALIDA MANCO,
MUNICIPAL CLERK
11/14/2019



SCOTT METZGER,
COUNCIL PRESIDENT

CERTIFICATION

I hereby certify the above to be a true and exact copy of a Resolution adopted by the Township Council of the Township of Marlboro at a meeting held on 11-14-2019



Township Clerk

ORDINANCE #2019-15

AN ORDINANCE ADOPTING A REDEVELOPMENT PLAN FOR THE DESIGNATED REDEVELOPMENT AREA KNOWN AS THE SCATTERED SITE REDEVELOPMENT AREA IN ACCORDANCE WITH THE NEW JERSEY LOCAL REDEVELOPMENT AND HOUSING LAW (N.J.S.A. 40A:12A-1, ET SEQ.)

WHEREAS, on August 10, 2017 the Township Council of the Township of Marlboro (the "Township Council") previously adopted Resolution 2017-272 directing the Planning Board of the Township of Marlboro (the "Planning Board") to undertake a preliminary investigation to determine whether those parcels identified on the Township's tax map as Block 103, Lot 1; Block 111, Lots 10, 11, 12, and 13; Block 146, Lots 28, 30, 31, 32, 33 and 38; Block 147, Lot 34; Block 170, Lots 2 and 3; Block 172, Lot 13 (now known as Lot 13.01), Block 268, Lot 79 met the statutory criteria to be designated as a Condemnation "Area in Need of Redevelopment" pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-3 et seq. (the "LRHL"); and

WHEREAS, on October 4, 2018, the Township Council adopted Resolution 2018-293, which further directed the Planning Board to include Block 111, Lot 4 within the area to be investigated; and

WHEREAS, the Planning Board held a public hearing on July 17, 2019 regarding the preliminary investigation of the properties, and said properties were found to meet the standard for an area in need of redevelopment designation including condemnation, and the Planning Board subsequently adopted a resolution (PB 1-2019) recommending that the Township Council designate the Study Area as an "Area in Need of Redevelopment" that includes condemnation authority pursuant to the LRHL; and

WHEREAS, the Township Council subsequently adopted Resolution 2019-281 on September 5, 2019 designating the properties as an "Area in Need of Redevelopment" with condemnation, in accordance with the Planning Board's recommendation and the LRHL; and directed the Planning Board to prepare a redevelopment plan and to transmit the redevelopment plan to the Township Council for review and adoption; and

WHEREAS, CME Associates prepared a redevelopment plan dated October 28, 2019 providing the development standards for each of the properties within the Scattered Sites Redevelopment Area (on file with the Township Clerk) (the "Redevelopment Plan"); and

WHEREAS, pursuant to the LRHL, the Planning Board must review the Redevelopment Plan and transmit its recommendations relating to the Redevelopment Plan to the Township Council in accordance with the provisions of N.J.S.A. 40A:12A-7(e) of the LRHL; and

WHEREAS, on November 14, 2019 the Township Council adopted a resolution directing the Planning Board to review the Redevelopment Plan and transmit its recommendations relating to the Redevelopment Plan to the Township Council in accordance with the LRHL; and

WHEREAS, on November 14, 2019 the Township Council introduced ordinance numbered 2019-15 adopting the Redevelopment Plan, to ensure the success of redevelopment within the Study Area in conformity with the Township's redevelopment objectives; and

WHEREAS, on December 4, 2019 the Planning Board met and discussed the Redevelopment Plan; and

WHEREAS, on December 4, 2019 the Planning Board adopted a resolution determining the Redevelopment Plan to be consistent with the Township's Master Plan, and further favorably recommending the adoption of the Redevelopment Plan; and

WHEREAS, the Township Council believes that the adoption of the Redevelopment Plan is in the best interests of the Township and the development of the Redevelopment Area.

NOW, THEREFORE, BE AND IT IS HEREBY ORDAINED, by the Township Council of the Township of Marlboro, County of Monmouth, State of New Jersey, that the Township Council adopts the Scattered Site Redevelopment Plan, pursuant to the terms of N.J.S.A. 40A:12A-7 of the LRHL; and

BE IT FURTHER ORDAINED, that the zoning ordinances of the Township found at Section 220 of the Township Code of the Township of Marlboro are hereby amended to include the amendments indicated in the Scattered Site Redevelopment Plan and the provisions therein; and

BE IT FURTHER ORDAINED, that if any section, paragraph, subsection, clause or provision of this Ordinance shall be adjudged by the Courts to be invalid, such adjudication shall only apply to the section, paragraph, subsection, clause or provision so adjudicated, and the remainder of the Ordinance shall be deemed invalid and effective.

BE IT FURTHER ORDAINED, that any ordinances or parts thereof in conflict with the provisions of this Ordinance are repealed to the extent of such conflict.

BE IT FURTHER ORDAINED, that this Ordinance shall take effect upon passage and publication in accordance with applicable law.

BE IT FURTHER ORDAINED, that a certified copy of this Ordinance shall be provided to each of the following:

- a. Township Business Administrator
- b. Township Chief Financial Officer
- c. Township Engineer
- d. Louis Rainone, Esq.

PASSED: NOVEMBER 14, 2019

ADOPTED:

ALIDA MANCO,
MUNICIPAL CLERK

JONATHAN L. HORNIK,
MAYOR

DATE SIGNED: _____

SCATTERED SITE

REDEVELOPMENT PLAN

Marlboro Township, Monmouth County, New Jersey

November 13, 2019

Prepared By:



1460 Route 9 South
Howell, New Jersey 07731
(732) 462-7400

Prepared by:

Peter Van den Kooy, PP, AICP
License No. 5918

Christopher Dochney, PP, AICP
License No. 6225

The original of this document was signed and sealed in accordance with New Jersey State law.

Contents

INTRODUCTION	1
Purpose of and Statutory Basis for the Redevelopment Plan.....	1
Plan Overview	3
Area Boundaries and Locational Context	3
REDEVELOPMENT PLAN VISION, GOALS, AND OBJECTIVES	6
Plan Vision.....	6
Plan Goals and Objectives	6
Redevelopment Tract Vision	7
Relationship to Township Land Development Regulations	17
Land Use Standards.....	18
DESIGN STANDARDS	25
General Circulation	25
Parking Requirements	25
Residential Design Standards	25
Signage Standards	26
Landscaping and Buffering Design Standards	27
Solid Waste Storage	27
Lighting.....	27
Open Space & Recreation	28
Utilities	28
Sustainable Design Standards	28
On-Site and Off-Site Improvements	28
RELATIONSHIP TO LOCAL OBJECTIVES.....	29
Marlboro Township Master Plan.....	29
Plans of Adjacent Municipalities	29
Monmouth County Master Plan.....	30
State Development and Redevelopment Plan	30
REDEVELOPMENT PLAN ACTIONS.....	31
Outline of Proposed Actions	31
Properties to be Acquired and Relocation	31
Infrastructure.....	31
Amendment to Zoning Map and Development Regulations	31
Non-Discrimination Provisions	32
Duration of the Plan	32
Completion of Redevelopment	32
Severability.....	32
OTHER PROVISIONS	33
APPENDICES.....	34
Appendix A: Resolutions of the Governing Body and Planning Board	
Appendix B: Parcel Maps	
Appendix C: Redevelopment Schedule	

INTRODUCTION

Purpose of and Statutory Basis for the Redevelopment Plan

Redevelopment is the process of rebuilding a previously developed area of a community that has fallen into a state of disrepair. This can involve the acquisition and demolition of existing structures and facilities if needed to make way for new improvements. Redevelopment planning is the process of determining how the redevelopment of particular properties can best improve a community, and using local government powers to encourage development and growth where it otherwise would be unlikely to happen.

New Jersey laws allow for a municipality to utilize redevelopment as a tool to stimulate economic development and improve conditions on properties that meet certain statutory criteria that qualify them as being “in need of redevelopment.” Redevelopment as a planning instrument offers a number of potential benefits to the Township. Through redevelopment, the Township is allowed more flexibility to negotiate with, and offer financial incentives to, potential developers than is otherwise available through standard land development procedures. Under redevelopment the Township can take a more proactive approach to improving targeted areas. This can be used as a means to stimulate development where it might not occur through market forces and private capital alone. Only upon completion of the Redevelopment Process is the municipality able to exercise all of the powers granted through the Redevelopment statute.

On August 10, 2017, the Township Council of the Township of Marlboro adopted Resolution 2017-272, authorizing and directing the Planning Board to undertake a preliminary investigation to determine if certain properties met any of the statutory criteria to determine that they are “areas in need of redevelopment”. The resolution from the Council expressly noted that the Redevelopment Study was to include the potential for condemnation and ultimately the use of eminent domain. The properties subject to investigation were:

- Block 103, Lot 1
- Block 111, Lots 10, 11, 12, and 13
- Block 146, Lots 28, 30, 31, 32, 33, and 38
- Block 147, Lot 34
- Block 170, Lots 2 and 3
- Block 172, Lot 13 (now known as Lot 13.01)

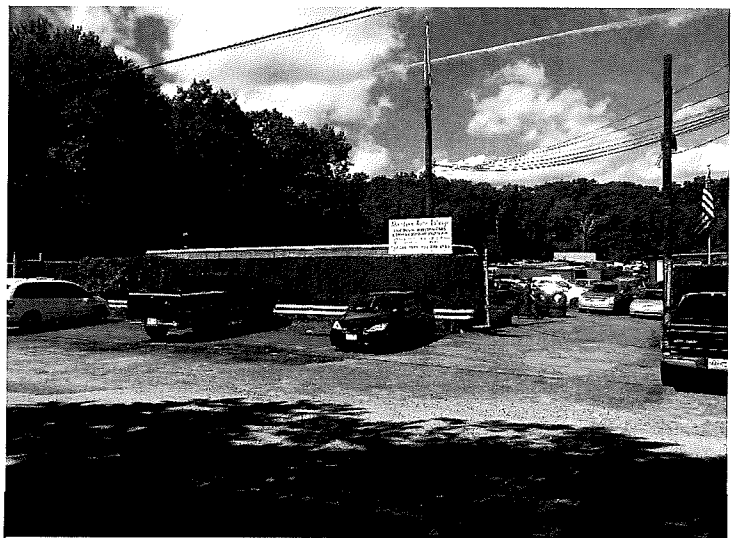
On October 4, 2018, the Township Council adopted Resolution 2018-293, which directed the Planning Board to include Block 111, Lot 4 within the area to be investigated. These properties collectively will be referred to herein as the “Study Area” and the “Redevelopment Area.”

The Planning Board retained the services of CME Associates to prepare a preliminary investigation to determine if the Study Area is in need of redevelopment. CME completed the Marlboro Scattered Site Area in Need of Redevelopment Study and presented it to the Marlboro Township Planning Board on July 17, 2019 for consideration. The Planning Board accepted the findings of the Study and concluded that each of the properties within the Study Area can be considered in

need of redevelopment due to satisfying the statutory criteria. The Planning Board adopted Resolution PB 1-2019, and subsequently amended Resolution PB 1-2019, to recommend to the Council that the entire Study Area be deemed a Condemnation Area in Need of Redevelopment.

The Marlboro Township Council, at a meeting on September 5, 2019 accepted the findings of the Marlboro Scattered Site Area in Need of Redevelopment Study and the conclusions of the Planning Board of the Township, and by Resolution #2019-281 declared that the Study Area is an Area in Need of Redevelopment pursuant to applicable sections of the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.). The Council determined that the each of the properties referred to the Planning Board for study shall be designated as a Condemnation Redevelopment Area:

- Block 103, Lot 1
- Block 111, Lots 4, 10, 11, 12, and 13
- Block 146, Lots 28, 30, 31, 32, 33 and 38
- Block 147, Lot 34
- Block 170, Lots 2, and 3
- Block 172, Lot 13.01
- Block 268, Lot 79



Source: CME Associates

This document sets forth the Redevelopment Plan for the Redevelopment Area, including permitted land uses, bulk and area requirements, and design standards for any proposed development within the Redevelopment Area. In accordance with Marlboro Township Council Resolution #2019-281, this plan is a Condemnation

Redevelopment Plan for the lots noted above. The use all powers and authority under the redevelopment law, including eminent domain to acquire lands within the Redevelopment Area by the Township, will be permitted for any of the properties within the Study Area as they have been designated as a Condemnation Redevelopment Area. The aforementioned resolutions are each included within Appendix A.

According to the Local Redevelopment and Housing Law, the Redevelopment Plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate:

1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational, community facilities, and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent safe and

sanitary dwelling units, affordable to displaced residents, will be available to them in the existing local housing market;

4. An identification of any property within the Redevelopment Area proposed to be acquired in accordance with Redevelopment Plan;
5. Any significant relationship of the Redevelopment Plans to:
 - i. The Master Plans of contiguous municipalities;
 - ii. The Master Plan of the County in which the municipality is located, and;
 - iii. The State Development and Redevelopment Plans adopted pursuant to the "State Planning Act".
6. Additionally, A redevelopment plan may include the provision of affordable housing in accordance with the "Fair Housing Act," P.L. 1985, c.222 (C.52:27D-301 et al.) and the housing element of the municipal master plan; and
7. The redevelopment plan shall describe its relationship to pertinent municipal development regulations including consistency with the municipal master plan.

This Redevelopment Plan will set forth the bulk standards, permitted uses, design standards, and other requirements within the Redevelopment Area, which shall supersede the existing zoning currently applicable to each of the parcels within the Redevelopment Area.

Plan Overview

The Redevelopment Plan permits multiple types of residential uses including single-family detached dwellings, townhouses, and multi-family dwellings, within the Redevelopment Area. The purpose of this Plan is to encourage the revitalization of the subject properties, promote the implementation of land uses that are compatible with surrounding development and promote generational housing opportunities. This Plan has been prepared in accordance with the terms of an order of the Superior Court in the matter of In Re: In the Matter of the Application of the Township of Marlboro for a Declaratory Judgement, Docket No. MON-L-2121-15 and satisfies all applicable requirements of same as they pertain to this Redevelopment Plan.

This Redevelopment Plan sets forth the zoning requirements including use and bulk standards, and other design standards intended to guide the effective redevelopment of the areas in a manner consistent with the goals and objectives of the Township.

Area Boundaries and Locational Context

The Redevelopment Area is composed of 11 sites which are generally located in the northwestern section of the Township, west of Highway 79 and north of Route 18, as shown on the site location map immediately following this subsection of the Plan. Each of the sites that make up the Redevelopment Area are currently occupied and used as junkyards or auto salvage businesses. Most of the properties are covered by a combination of paved surfaces or gravel drives which are used for the storage of salvaged vehicles. There are very few permanent structures on any of the sites, with most of the 11 sites using temporary trailer buildings as offices for the auto salvage

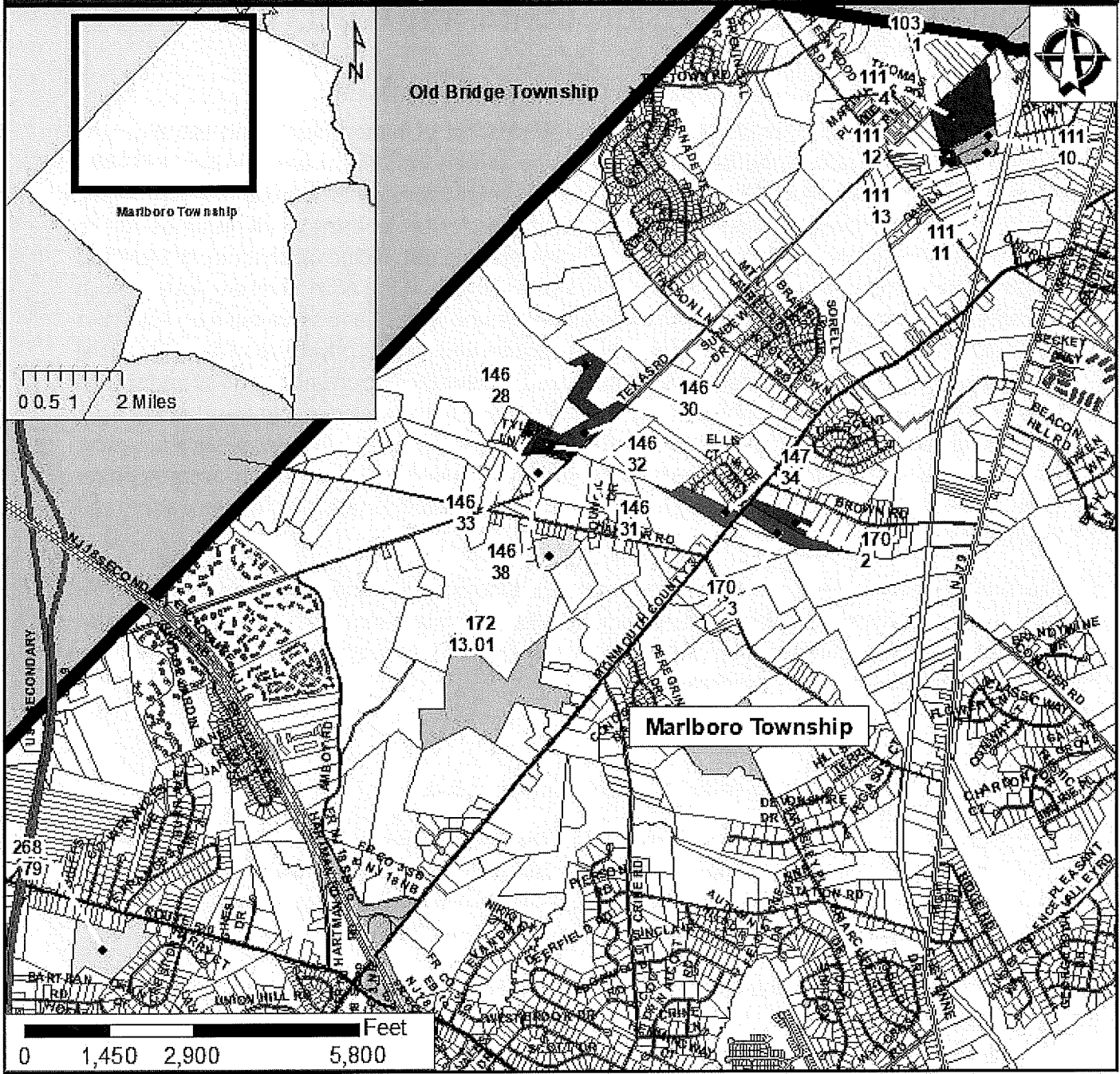
businesses. Several of the properties contain significant wooded areas on their periphery, and may be constrained by the presence of wetlands and floodplains.

A detailed description of the existing conditions of each property is included within the Marlboro Scattered Site Area in Need of Redevelopment Study, presented to the Marlboro Township Planning Board on July 17, 2019. Additional information about the attributes and vision for each property is included in the Redevelopment Tract Vision in a subsequent section of this Plan.



Baron's Auto Salvage
Source: CME Associates

SCATTERED SITE REDEVELOPMENT MARLBORO TOWNSHIP, NJ



REDEVELOPMENT AREA OVERALL MAP

MARLBORO TOWNSHIP
MONMOUTH COUNTY
NEW JERSEY

Legend

	Aberdeen Auto Salvage		Midway Auto
	Baron's Auto Salvage		Morganville Auto Wreckers
	B & B Auto Salvage		P & J Auto
	H & H Auto Wreckers		Schechter's Enterprises
	Insurance Auto Action		Triumph Auto Salvage
	Marlboro Auto Wreckers		Marlboro Boundary



CONSULTING & MUNICIPAL ENGINEERS

10 FORMER STATION & FENCE, PARKES, N.J. 08854
 1000 ROUTE 100, SUITE 200, NJ 08854
 1000 MARKET STREET, SUITE 200, NJ 08854

WWW.CMEASSOCIATES.COM

DATE 10.02.19	SCALE 1 inch = 2,400 feet	DATE REVISION N/A	CREATED BY AM
------------------	------------------------------	----------------------	------------------

REDEVELOPMENT PLAN VISION, GOALS, AND OBJECTIVES

Plan Vision

This Redevelopment Plan provides for the transformation of underutilized and existing non-conforming parcels within the Redevelopment Area to new residential areas, which will offer housing options to individuals, households, and families of multiple generations and income levels. The intent of this Plan is to create realistic opportunities for the housing of all residents and to make generational housing available to families just starting out, including children of Marlboro parents who currently worry about where their kids will live, and the entry level employees, such as police officers, teachers, and other public employees who work in and serve our own Town but could never imagine finding a home here. Empty-nesters and seniors relying upon monthly Social Security checks who wish to remain in Marlboro need to have the opportunity to do so and should be able to come back home to live and work. Generational housing also recognizes that we have a collective duty to do more for those who have sacrificed on behalf of our country--veterans must have a chance to call Marlboro their home. This Redevelopment Plan is designed to accommodate these needs of Marlboro families and households across the entire spectrum of ages, sizes, and income levels.

The Redevelopment Area will incorporate affordable housing by requiring all development to include housing for low and moderate income families in a mixed-income community setting. In doing so, this Redevelopment Plan will also help the Township to satisfy its court-mandated low and moderate income housing obligations.

Plan Goals and Objectives

The goals and objectives of the Redevelopment Plan are as follows:

1. Create land use requirements specific to the Redevelopment Area that effectuate the development of inclusionary market-rate and affordable housing within areas formerly utilized as auto salvage yards, which are sensitive to surrounding neighborhoods and environmental conditions adjoining the Redevelopment Area;
2. Encourage redevelopment to maximize the productivity of lands within Marlboro Township;
3. Improve the current conditions within the Redevelopment Area by leveraging public and private assets to improve the overall economic and physical conditions;
4. Promote residential communities for multiple generations and household types by creating realistic housing opportunities for existing and future Marlboro residents of all ages and income levels;
5. Utilize Smart Growth Planning Principles in the redevelopment of the Area. Such principles include:
 - i. Master Planning for community rehabilitation and redevelopment;

- ii. Leveraging existing transportation and sanitary infrastructure;
- iii. Conservation of Open Space to the extent practical; and,
- iv. Utilizing high quality design and planning techniques.

The goals and objectives listed above are consistent with and seek to advance the goals of the Township's Master Plan.

Redevelopment Tract Vision

A general vision for the development of each property in the Redevelopment Area with respect to land use type, design considerations to protect environmental constraints, and similar general considerations is included below. The subsequent sections of this Plan that contain the land use and bulk and design standards provide the detailed requirements of the Redevelopment Plan, which build off of the general considerations in this section and will ensure that any future redevelopment is conducted in accordance with the general vision.

1. Block 103, Lot 1 is a triangular shaped lot with approximately 190 feet of frontage along Texas Road, as shown on the Parcel Maps in Appendix B. The property is surrounded by a mixture of woodlands and single family homes on wooded parcels to the east, Texas Road and single-family homes to the south, the Aberdeen Township portion of the Aberdeen Auto land use to the north, and wooded lands to west. The parcel is comprised of approximately 0.55 acres and is located within the R-60 Residential zoning district of the Township. NJDEP data indicates that freshwater wetlands may exist along the parcel's eastern, southern, and western boundaries.

Development on this site is envisioned to consist of multi-family residential units or townhouses. Due to the bulk of the existing junkyard being located on an adjacent parcel in Aberdeen Township, it is anticipated that to fully realize the development potential of the property, it will likely need to be developed in conjunction with the adjoining lot. This will require coordination between the two Townships and that land development applications and permitting processes in both municipalities be coordinated by the redeveloper. The buildings should have adequate spacing to accommodate off-street parking, pedestrian walkways, and recreation space, including a playground area. Ample landscaping and quality architectural design should be provided to ensure high quality residential development.

The development should be designed to minimize any impacts to existing freshwater wetland or buffer areas and the adjacent stream located to the east of the site, although it appears likely that some wetlands encroachment will be necessary as DEP data indicates that the entirety of the frontage along Texas Road may be wetlands areas. Green building and sustainable site design elements should be incorporated to minimize environmental impacts to any confirmed wetlands and buffer areas and the existing stream. The majority of the site is currently cleared and used as storage of junked vehicles, and providing an adequate buffer will require that the perimeter of the property be replanted with trees and shrubs.

The development should be adequately screened from the adjacent residences that are situated along Texas Road to the north and south of the site. With the frontage of the property likely encumbered by wetlands, and the bulk of the overall site being in Aberdeen, it is

envisioned that development will be a cluster form of housing, set back several hundred feet from Texas Road.

2. Block 111, Lots 10 and 11 are landlocked parcels lacking road frontage. As these parcels are contiguous to Block 111, Lots 12 and 13 (Site 3A), all four parcels should be developed as one tract and are discussed together in this section of the Redevelopment Plan. The parcels are located approximately 1,100 feet northeast of the intersection of Texas Road and Greenwood Road, as shown on the Parcel Maps in Appendix B. All of the parcels are located within the R-60 Residential Zone.

The tract is accessible by two dirt/graveled lanes from Texas Road and Greenwood Road. The subject property is contiguous with Block 111, Lot 4 (Site 3B) to the north. There appears to be some NJDEP mapped freshwater wetlands that exist along the northern and eastern sections of the tract.

Residential development on the site is envisioned to contain multi-family residential units designed to be compatible with the development proposed for the 3 Ronson, LLC project to be located on Lot 4 (Site 3B). As this tract is landlocked, access to these properties would be required to go through Lot 4. As such, this site could be developed as an additional Phase to that development and be incorporated into that community, utilizing the same means of access to Texas Road and sharing community amenities such as a playground or other recreation spaces.

3. Site 3A - Block 111, Lots 12 and 13 are located approximately 1,000 feet northeast of the intersection of Texas Road and Greenwood Road, as shown on the Parcel Maps in Appendix B. This site is adjacent to Site 2, and just south of, but not directly adjacent to, Site 3B. With this proximity, and the landlocked nature of the site, it is anticipated that this site would also be developed in conjunction with Site 2 as an additional phase of the proposed development on Lot 4 (Site 3B), discussed below. The site should be developed with a mixed-income multi-family community.

High quality materials and architectural design should be provided. The development should be designed to minimize any impacts to any existing freshwater wetland or buffer areas located on-site or adjacent to the site. Field delineation of wetlands and a letter of interpretation should be obtained prior to final design in order to ensure compliance with applicable environmental regulations. Green building and sustainable site design elements should be incorporated to minimize environmental impacts to any confirmed wetlands and buffer areas.

Site 3B - Block 111, Lot 4, maintains frontage along Texas Road and contains the 3 Ronson, LLC project, described within the Township Housing Plan Element and Fair Share Plan. The site is approximately 24 acres in size and is located in the R-60 Residential Zone. The lot is currently vacant and wooded, and surrounded primarily by low density single-family residential uses along Texas Road to the east and west of the site. South of the site are Sites 2 and 3A of this plan. North of the site are wooded areas and single family homes. NJDEP mapped freshwater wetlands may exist along the eastern and southern portions of this lot.

It is envisioned that this site will be developed as a multi-family residential community containing 212 residential units. The development should be oriented towards Texas Road, however substantial landscaping should be provided along the frontage to soften the visual impact of the development and provide an aesthetically pleasing design.

For sites 2, 3A, and 3B, high quality architectural design should be provided. Visual buffering/screening and building orientation should be such that the development is compatible with surrounding land uses and maintains a wooded appearance along Texas Road. Although the surrounding properties are largely undeveloped and wooded, a vegetative buffer around the periphery of each site should be maintained to provide screening, should any adjacent properties be developed in the future.

The development should be designed to minimize any impacts to any existing freshwater wetland or buffer areas. As mapped NJDEP wetlands data may differ from field conditions, field delineation of wetlands and a letter of interpretation should be obtained prior to final design in order to ensure compliance with applicable environmental regulations. Green building and sustainable site design elements should be incorporated to minimize environmental impacts to the area.

The development should include pedestrian walkways, internal drive aisles, and off-street parking areas that provide an efficient, safe, and aesthetically pleasing design. Building façades fronting parking areas should be designed as front façades. The site is also envisioned to include an on-site community center and recreation amenities.

Site access is envisioned to occur via two separate ingress/egress points along Texas Road, which should be designed in accordance with applicable sections of the RSIS. Except for the ingress/egress locations, a buffer should be maintained along Texas Road to maintain the corridor's scenic character. Although primary access to each of these sites should come from Texas Road, with the Henry Hudson Trail being located to the east of the sites the potential for providing a trail or pedestrian connection should be explored. This would require that an easement be acquired across either Lot 2, 3, or 9 of Block 111, each of which have direct frontage along the Henry Hudson Trail ROW.

4. Block 146, Lots 28, 30, 31, and 33 is an irregular shaped tract, which has approximately 1,200 feet of frontage along Texas Road and 300 feet on Tyler Lane. The site is situated approximately 1,700 feet northeast of the intersection of Texas Road and Spring Valley Road as shown on the Parcel Maps in Appendix B. The tract is surrounded by predominantly wooded parcels to the north, east, and west. There are residential and commercial uses situated to the east of the site. In addition, the site is contiguous with Block 146, Lots 32 and 38 to the south, which are known as Sites 5 and 6 within the Scattered Site Redevelopment Area, respectively.

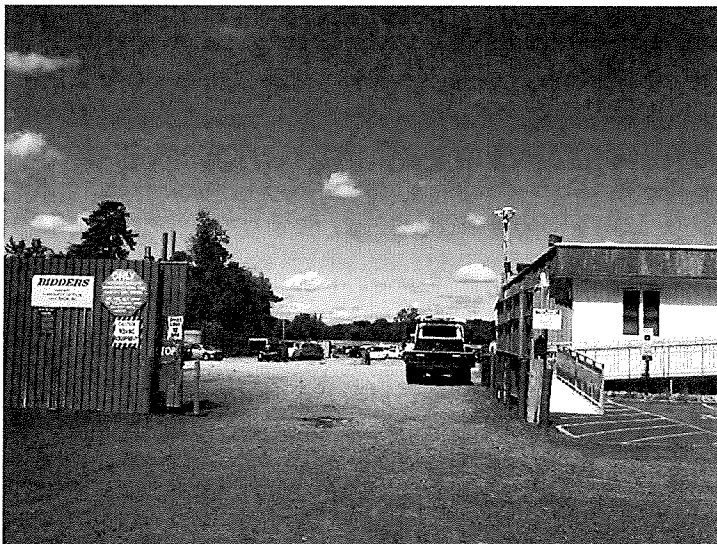
The tract is comprised of approximately 19.72 acres and is located within the LC Land Conservation zoning district. NJDEP mapped freshwater wetlands are located on the periphery of Lots 28, 30, and 33. Lots 30, 31, and 33 are located partially within a special flood hazard area.

Residential development should be designed to conform to the narrow and irregular configuration of the site. The building layout is envisioned to occur in a linear format with residential buildings, either multi-family or townhouses, along long cul-de-sac streets. While the subject property is narrow, suitable access for emergency services should be provided to all buildings, including the rear sides.

Primary access to the site is envisioned to occur from Texas Road with secondary access from Tyler's Lane. As Block 146, Lot 32 is contiguous to this tract, land assemblage of Block 146, Lots 28, 30, 31, 32, and 33 is encouraged so that one overall development could be designed and implemented. This approach would provide additional design options and flexibility due to deeper lot configuration in portions of the tract, which would enable prospective developers to provide better design alternatives. Regardless of whether or not the overall tract is developed as one unified development or as separate smaller projects on separate tracts, the site's internal roadways should be integrated with the adjoining parcels, which includes Lot 32 (Site 5).

The site should also include recreation space and pedestrian walking paths, including meandering pedestrian trails around the perimeter of the site. The buildings should be staggered so as to break up the monotony of continuous façade lines and the façades of the individual buildings should contain sufficient architectural variation and relief so as not to create continuous building walls of excessive length. Landscaping should be provided to soften the appearance of the development and to provide adequate screening from adjacent land uses.

The site should also contain a landscaped buffer along the frontage to maintain the character of the corridor along Texas Road. Buffers should be provided on the western end of the



property to minimize impacts to the residences along Tyler Lane. Development within the special flood hazard area should be minimized and any development in that area should be designed to provide fully resilient structures and infrastructure that is elevated above the floodway in accordance with applicable laws.

Insurance Auto Auctions
Source: CME Associates

5. Block 146, Lot 32 is an irregular shaped parcel, with approximately 500 feet of road frontage along Tyler Lane. The site is surrounded by auto salvage uses located on Block 146, Lots 28, 30, 31, 33 (Site 4) and 38 (Site 6), as shown on the Parcel Maps in Appendix B. The parcel is 2.91 acres in size and is located within the LC Land Conservation zoning district.

Residential development on this site is envisioned, and strongly encouraged to be constructed in conjunction with any proposed development on Lots 28, 30, 31, and 33 (Site 4) as discussed above. However, should Lot 32 (Site 5) be developed independently of Lots 28, 30, 31, and 33 (Site 4), the development design, circulation routes and infrastructure should be fully compatible and integrated with any surrounding development on Site 4 so as to give the appearance of one overall master planned development due to that site surrounding this lot on three sides.

If developed independently of Site 4, residential development should be designed as one cluster of townhouses or small multi-family buildings with, at most, two access drives on Tyler Lane. With the site being located across Tyler Lane from Site 6 of this Redevelopment Plan, any access drives on Tyler Lane are encouraged to be coordinated with access drives on that site, so as to avoid creating any traffic safety concerns.

If developed in a coordinated effort with Site 4, primary access should be through Texas Road and a secondary access from Tyler Lane may be necessary. The site should include recreation space, pedestrian walking paths, and shared access to amenities on the adjacent parcels. Landscaping should be provided to soften the appearance of the development and to provide adequate screening from adjacent land uses.

Development within a special flood hazard area should be minimized and any development in that area should be designed to provide fully resilient structures and infrastructure that is elevated above the floodway in accordance with applicable law.

6. Block 146, Lot 38 is an irregular shaped parcel with approximately 600 feet of frontage along Texas Road and approximately 600 feet of frontage along Tyler Lane. The parcel is located approximately 1,100 feet northeast of the intersection of Texas Road and Spring Valley Road as shown on the Parcel Maps in Appendix B. The site is surrounded by wooded parcels and single-family residences to the east, west, and south. The tract is across Tyler Lane from the lots that make up Sites 4 and 5 to the north.

The property is approximately 4.11 acres in size and is located within the LC Land Conservation zoning district. Notably, the northern portion of the parcel is located within a special flood hazard area.

Residential development on this site is envisioned to be in coordination with any development that occurs on Sites 4 and 5, as discussed above. However, should Lot 38 be developed independently, the development design, circulation routes, and infrastructure should be fully compatible and integrated with any surrounding development to the extent feasible.

Primary access to the site is envisioned to occur from Texas Road with secondary access from Tyler Lane. The parcel should include recreation space, pedestrian walking paths, and similar amenities that serve the development on-site or, if developed in as part of a larger project, may share the amenities on Sites 4 and 5.

A vegetative buffer should be provided along Texas Road to soften the appearance of the development and to provide adequate screening from adjacent land uses while minimizing the visual impact to the rural character of the community.

7. Block 147, Lot 34 is a rectangular, narrow lot located approximately 650 feet northeast of the intersection of Tennent Road and Spring Valley Road/Harbor Road as shown on the corresponding map for this property in Appendix B. Surrounding the property are a mixture of single family



*Entrance view of Midway Auto
Source: CME Associates*

residences such as an existing residential subdivision to the north of the site and other low density residences along Tennent Road. Across Tennent Road are other auto salvage businesses, Sites 8 and 9. To the south of the site is a wooded lot, office buildings, and a school facility . This property is currently located within the C-2 Commercial zoning district.

NJDEP mapped freshwater wetlands exist along a small portion of the southern boundary of the property. However, the mapped wetlands do not appear to impact site access opportunities or preclude the development of the property.

Residential development on this site is envisioned to consist of lower density single-family homes or duplex units laid out in a linear format along a single street, that are designed to be consistent in character and scale with the adjacent single-family residential subdivision to the north. There may be an opportunity for the subject property's internal roadways to interconnect with the adjacent subdivision, as the cul-de-sac of Ellis Court is within 50 feet of this site, and no houses are in between. Such a connection may improve overall circulation in the area, however it is not necessary for development of this site.

Residences should be designed so that the façades vary between neighboring homes. High quality landscape design and layout should also be incorporated to soften any linear appearance and provide an aesthetically pleasing design. Landscaping along the Tennent Road

frontage should be decorative and low in height, to maintain the visually open character of the roadway.

Residential development on this site should be designed to maintain a sufficient buffer to provide adequate visual screening from the existing subdivision. Adequate buffers from any existing freshwater wetlands should be maintained as well.

The subject property is located across Tennent Road from Block 170, Lots 2 and 3, known as sites 8 and 9, herein. Proximity to these two additional sites may provide an opportunity for a single developer to pursue coordinated and thoughtfully designed development on all three sites.

8. Block 170, Lot 2 is a narrow and deep rectangular lot with approximately 100 feet of frontage along Tennent Road, as shown on the Parcel Maps in Appendix B. The site is bounded by single-family residences to the north, wooded parcels to the east, and Block 170, Lot 3 (Site 9) to the south. Across Tennent Road to the west is an auto salvage yard, Site 7 of this Plan. The parcel is approximately 4.87 acres in size and is located within the LC Land Conservation zoning district. NJDEP mapped freshwater wetlands and a special flood hazard area appear to be located on the far eastern portion of the site.

The site is envisioned to be developed with in conjunction with Lot 3 (Site 9) as a single project due to both sites being narrow and deep, and adjacent to one another. Residential development on this site is envisioned to consist of lower density single-family homes or duplex units laid out in a linear format designed to be consistent in character and appearance with other single-family residential development along Tennent Road. The site's narrow lot configuration requires that the development be built in a linear format. However, if Lots 2 and 3 (Sites 8 and 9) are developed as one overall project, the additional site width and size will provide additional design options and would not necessarily require that development occur along a single street.

Primary access to the site shall occur from Tennent Road. The site should include recreation space, pedestrian walking paths, and similar amenities that serve the development on-site or, if developed as part of a larger project, provide connections to those same amenities on the adjacent site.

Landscaped screening should be provided along the side and rear boundaries to screen the development from adjacent residences. The frontage along Tennent Road should include decorative landscaping treatments that contribute to the scenic and rural character of the road, and be somewhat sparse and low in height.

As the far eastern portion of this parcel may be located within a special flood hazard area, development within the special flood hazard area should be minimized. Any development in the special flood hazard area should be designed to be fully resilient and be elevated above the floodway in accordance with applicable law. An adequate buffer should be maintained as a result of the wetlands that may be located on the site's southern boundary.

9. Block 170, Lot 3 is a rectangular lot having approximately 250 feet of frontage along Tennent Road. The parcel is located approximately 930 feet northeast of the intersection of Tennent Road and Spring Valley Road / Harbor Road as shown on the Parcel Maps in Appendix B. The site is bounded by single-family residences to the south and west, wooded parcels to the east and Block 170, Lot 2 (Site 8) to the north. The parcel is approximately 7.71 acres in size and is located within the LC Land Conservation zoning district. NJDEP mapped freshwater wetlands and a special flood hazard area are located on the far eastern portions of the site.

The site is envisioned to be developed in conjunction with Lot 2 (Site 8) as a single project, as discussed above. Residential development on this site is envisioned to consist of single-family homes or duplex units laid out in a linear format designed to be similar in character and design with the other residential uses in the area.

Similar to Site 8, the site's narrow lot configuration requires that development be designed in a linear format, likely along a single road that would terminate in a cul-de-sac. However, if Lots 2 and 3 (Sites 8 and 9) are developed as one overall project, the additional site width and size will provide additional design options and would not necessarily require a single road and cul-de-sac layout.

Primary access to the site shall occur from Tennent Road. Development on-site should include recreation space, pedestrian walking paths, and similar amenities. If developed as part of a larger project with adjacent Lot 2, connections to those same amenities should be provided between the two lots internal to the development.

Landscaping should be provided to soften the appearance of the development and provide adequate screening from adjacent land uses to the side and rear. Adequate landscaped buffers should be provided along property lines that are adjacent to residential land uses to minimize visual impacts to the surrounding land uses.

As the eastern portion of this parcel may be located within a special flood hazard area, development within the special flood hazard area should be minimized. Any development in



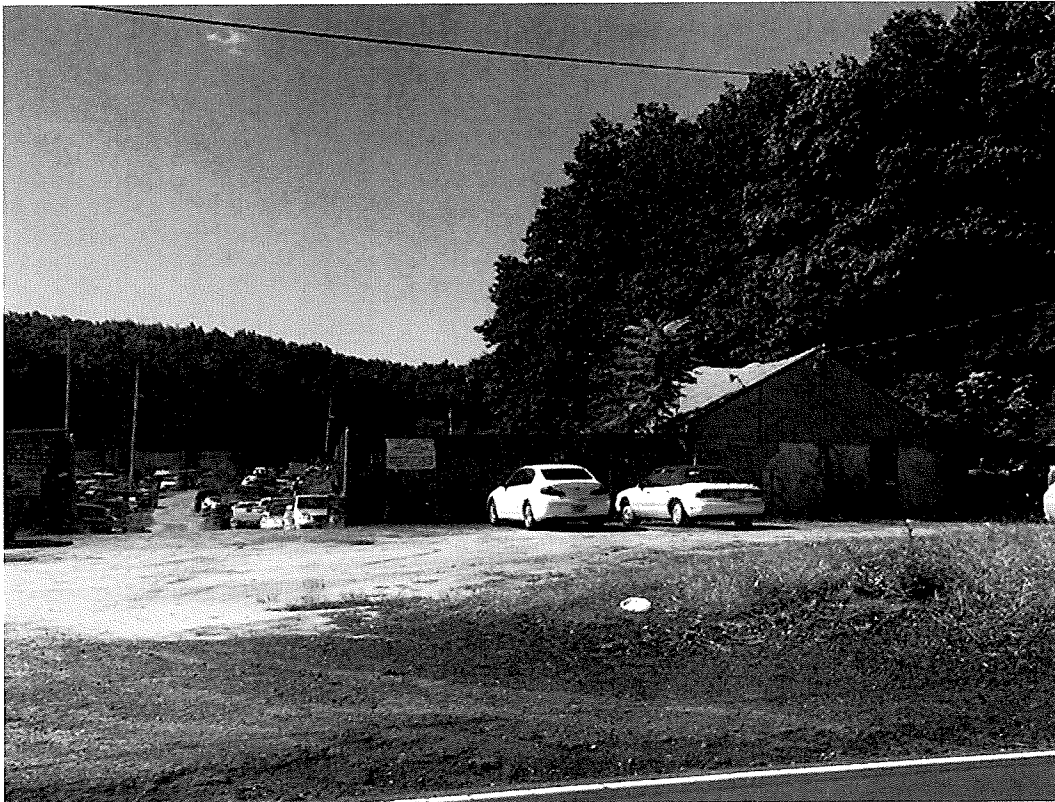
the special flood hazard area should be designed to be fully resilient and be elevated above the floodway in accordance with applicable law. An adequate buffer may need to be maintained as a result of the freshwater wetlands that may be located on the site's eastern boundary.

*Marlboro Auto Wreckers
Source: CME Associates*

10. Block 172, Lot 13.01 is an irregularly shaped parcel with approximately 170 feet of frontage along Spring Valley Road as shown on the Parcel Maps in Appendix B. The site is predominantly bounded by single-family residences and wooded lands to the north, south, east, and west. The property is approximately 7.41 acres in size and is located within the LC Land Conservation zoning district. NJDEP mapped freshwater wetlands are located along the eastern, southern, and western portions of the property.

As the surrounding community is more rural than other portions of the Township, residential development on this site is envisioned to consist of lower density single-family homes or townhouses along curvilinear streets or a loop road which encircles a community area or green space. The façades within the development should vary in appearance from neighboring residences. Dwellings on the site should be located within the interior of the site, as the lot is somewhat “flag-lot” shaped, with the lot width being much greater on the interior of the lot.

The development on this site should be designed to maintain a sufficient buffer to provide adequate visual screening from adjacent land uses. With most of the site currently cleared and used as storage for junked vehicles, this will likely require that the perimeter of the property be replanted with new evergreen trees and deciduous trees. High quality architectural and landscape design and layout should also be incorporated to provide an aesthetically pleasing design.



*B&B Auto Salvage
Source: CME Associates*

11. Block 268, Lot 79 is an irregular shaped parcel having approximately 230 feet of frontage along Newman Springs Road. The parcel is located 2,000 feet east of the intersection of Route 9 and Newman Springs Road as shown on the Parcel Maps in Appendix B. The site is surrounded by single-family residences to the north, south, and east, and commercial retail uses to the west in the Marlboro Plaza shopping center. The property is approximately 22 acres in size and is located within the C-5 Commercial zoning district. The only mapped environmental constraint is a small pocket of NJDEP mapped freshwater wetlands located on the southern portion of the site.

Residential development on the site is envisioned to contain single-family homes or two-family dwellings along curvilinear streets. Access to the site should be limited to one entrance driveway on Newman Springs Road. On-site amenities should include a playground and walking paths. The development should feature high quality architectural design and landscaping and be fully compatible with surrounding residential neighborhoods. Façades should vary from neighboring residences in order to add visual interest.

To the extent feasible, the existing vegetation along the perimeter of the property should be maintained as a buffer, and clearing of wooded areas on the site should be minimized. The general development footprint should be consistent with the existing cleared limits utilized by the junkyard.

LAND USE PLAN

Relationship to Township Land Development Regulations

In order to implement the Plan consistent with the objective herein, the Redevelopment Area shall be developed in accordance with the standards detailed in this Redevelopment Plan. Except where otherwise noted, this Plan shall supersede the underlying zoning including use, bulk, and design standards of the Township's Land Use and Development Ordinances as they relate to the area governed by this Redevelopment Plan. Where no standards or requirements are provided within this Redevelopment Plan, the standards and requirements found within the Code of the Marlboro Township shall apply.

All development applications for properties located within the Redevelopment Area shall be reviewed and approved by the Planning Board of the Township of Marlboro under normal subdivision and site plan review procedures as found in N.J.S.A. 40:55D-1 et seq., and those found within the Township Code.

The Planning Board may grant deviations from the standards of this Redevelopment Plan which would result in a "c" variance pursuant to N.J.S.A. 40:55D-70.c et seq., to the same extent that they may grant relief from such standards under normal subdivision and site plan review processes. No deviations may be granted which will result in permitting a use that is not a permitted use within this Redevelopment Plan. Any deviation from the standards of this Plan that would result in a "d" variance pursuant to N.J.S.A. 40:55D-70.d shall be addressed as an amendment to the Plan to be adopted by the Township Council, rather than via variance relief through the Township's Zoning Board of Adjustment.

The Planning Board may grant exceptions or waivers from any design standards found within this Redevelopment Plan, or those found within the Land Use and Development Ordinance of the Township Code. Any exceptions or waivers granted shall be reasonable within the general purposes and intent of the provisions for site plan review and/or subdivision approval within this Plan. No deviations, waivers, or exceptions from design standards may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of this Redevelopment Plan.

Final adoption of this Redevelopment Plan by the Township Council shall be considered an amendment to the Township of Marlboro Land Use and Development Ordinance and Zoning Map.

Unless otherwise defined in the Plan, terms used in this Plan shall have the same meaning as defined in the Township's Land Use and Development Ordinance, §220-4 of the Township Code.

Land Use Standards

Listed below are the land use standards that shall apply to all development within the Redevelopment Area:

Land Use Districts

For the purposes of this plan, the sites which make up the Redevelopment Area shall be separated into two distinct districts; one for lower density residential uses which would be consistent with the general single-family residential character which makes up the surrounding community, and a second which permits development at a higher density, due to the proximity to infrastructure and the more dense development both existing and proposed in the area.

Low-Density Residential District

The Low-Density Residential District is intended to be consistent with the surrounding areas' existing housing composition and density. The proposed gross density in this District ranges from 3 to 3.5 dwelling units per acre. The zoning district shall encompass the following parcels:

- Site 7 – Block 147, Lot 34
- Site 8 – Block 170, Lot 2
- Site 9 – Block 170, Lot 3
- Site 10 – Block 172, Lot 13.01

1. Permitted Principal Uses

- a) Detached single-family dwellings;
- b) Attached single-family dwellings (Townhouses);
- c) Two-family dwellings (Twin).

2. Permitted Accessory Uses:

- a) Signs;
- b) Fences;
- c) Off-street parking;
- d) Electric car charging stations;
- e) Community clubhouses;
- f) Garbage/Recycling enclosures;
- g) Patios, decks, terraces, or balconies;
- h) Rain gardens;
- i) Pools functioning as a community association amenity;
- j) Sheds and storage structures;

- k) Utilities, including roof mounted solar panels;
- l) Any use or structure that is customary and incidental to the principal use of the property.

Medium-Density Residential District

The Medium-Density Residential District is intended to provide housing options of moderate density to meet the needs of a wide range of households of different ages and income levels while remaining compatible with surrounding land use patterns. The gross density in this District ranges from 4.5 to 9 dwelling units per acre. The zoning district shall encompass the following parcels:

- Site 1 – Block 103, Lot 1
- Site 2 – Block 111, Lots 10 and 11
- Site 3A – Block 111, Lots 12 and 13
- Site 3B – Block 111, Lot 4
- Site 4 – Block 146, Lots 28, 30, 31 and 33
- Site 5 – Block 146, Lot 32
- Site 6 – Block 146, Lot 38
- Site 11 – Block 268, Lot 79

1. Permitted Principal Uses

- a) Detached single-family dwellings;
- b) Attached single-family dwellings (Townhouses);
- c) Two-family dwellings (Twin);
- d) Multi-family dwellings.

2. Permitted Accessory Uses

- a) Signs;
- b) Fences;
- c) Off-street parking;
- d) Electric car charging stations;
- e) Community clubhouses;
- f) Garbage/Recycling enclosures;
- g) Patios, decks, terraces, or balconies;
- h) Rain gardens;
- i) Pools functioning as a community association amenity;
- j) Sheds and storage structures;

- k) Utilities, including roof mounted solar panels;
- l) Any use or structure that is customary and incidental to the principal use of the property.

Area, Yard, and Bulk Requirements

1. Maximum Permitted Density

The following table reflects the maximum permitted residential density, and minimum affordable dwelling unit set aside, for the each of the redevelopment sites.

Site	District	Block	Lot(s)	Total Acreage	Max Density (Units/gross acre)	Maximum Number of Units	30% Set Aside Affordable Unit Requirement ²
1	Medium	103	1	0.55	9	5	2
2	Medium	111	10,11	5.85	9	52	11 ¹
3A	Medium	111	12,13	1.78	9	16	4 ¹
4	Medium	146	28,30, 31,33	19.72	5	98	30
5	Medium	146	32	2.91	4.5	13	4
6	Medium	146	38	4.54	4.5	20	6
7	Low	147	34	8.04	3	24	8
8	Low	170	2	4.87	3.5	17	6
9	Low	170	3	7.71	3.5	26	8
10	Low	172	13.01	7.41	3.5	25	8
11	Medium	268	79	22	4.5	99	30
Subtotal						395	117
3B	Medium	111	4	23.9	8.87	212	43 ¹
Total						607 ³	160

¹ 20% affordable unit set-aside requirement for these sites, known as 3 Ronson, LLC sites.

²Number of affordable units rounded up in cases of fractions.

³ The 493 total units referenced in the 2019 Housing Plan Element and Fair Share Plan are comprised of the 395 units from Sites 1, 2, 3A, and 4-11 and 98 of the 212 units permitted for Site 3B.

⁴ Should Site 1 (Block 103, Lot 1) be unable to be developed with a residential use that yields a minimum of 2 affordable housing units, the density on Site 11 (Block 268, Lot 79) shall be permitted to be 4.6 dwelling units per acre, which will yield 2 additional affordable housing units. Should Block 268, Lot 79 be developed before Block 103, Lot 1, another parcel in the Medium-Density Residential District shall be permitted to provide a similar increase in density to allow it to contain a maximum of 2 additional affordable housing units.

2. Dimensional Requirements

The following bulk standards shall apply to development in either district:

Bulk Standard	Detached Single family dwellings	Townhouses	Two-Family	Multi-family
Lot Standards				
Minimum Lot Area	3,500 sq.ft.	2,000 sq.ft. per unit	2,500 sq.ft. per unit	30,000 sq.ft.
Minimum Lot Width	30 feet	20 feet per unit	25 feet per unit	100 feet
Minimum Lot Depth	100 feet	100 feet	100 feet	200 feet
Maximum Lot Coverage	55%	75%	60%	40%
Maximum Building Coverage	35%	60%	40%	25%
Principal Structures				
Minimum Front Yard Setback	25 feet	25 feet	25 feet	50 feet
Minimum Side Yard Setback	3 feet	20 feet between buildings	10 feet	30 feet
Minimum Rear Yard Setback	25 feet	25 feet	25 feet	30 feet
Maximum Height	2.5 stories / 35 feet	3.5 Stories / 40 feet	2.5 stories / 35 feet	3 Stories / 40 feet
Accessory Structures				
Maximum Height	15 feet	15 feet	15 feet	15 feet
Minimum Side Yard Setback	3 feet	3 feet	3 feet	10 feet
Minimum Rear Yard Setback	5 feet	5 feet	5 feet	10 feet

Where attached single-family (townhouse) dwellings, or multi-family dwellings are proposed as condominium units and individual lots will not be provided for each building, the following minimum standards and building separation requirements shall apply:

- a) Maximum Impervious Lot Coverage – 40 percent
- b) Front to Front – 60 feet
- c) Front to Side – 40 feet
- d) Front to Rear – 60 feet
- e) Side to Side – 50 feet
- f) Side to Rear – 40 feet
- g) Rear to Rear – 40 feet

3. Buffering Requirements

- a) Buffering requirements for Sites 1, 2, 3A, 3B, 10, and 11 shall be as follows:
 - i. For tracts greater than 2 acres, a landscaped buffer with a minimum width of 25 feet shall be provided along all tract boundaries.

- ii. For any tract less than 2 acres in size, a landscaped buffer with a minimum width of 10 feet shall be provided along all tract boundaries.
- b) Sites 4, 5, and 6 shall provide a landscaped buffer of 25 feet in width along Texas Road, a buffer with a width of 15 feet along any boundary line where the property abuts a residential use, and a buffer of 10 feet in width along all other tract boundaries.
- c) Sites 7, 8, and 9 shall provide a buffer with a width of 20 feet along all side and rear boundaries. All frontages of Tennent Road shall be decoratively landscaped with low shrubs, flowering bushes, grass lawn, and shade trees.
- d) No internal buffer shall be required between any two sites which are developed as a coordinated development.

4. Additional Land Use Standards

- a) No accessory structures shall be permitted within a front yard area.
- b) Off-street parking shall be set back a minimum of 50 feet from any development tract street frontage.
- c) For tracts greater than two acres in area, a minimum of twenty percent (20%) of the total area of the site shall be set aside as conservation, recreation, or open space areas.
- d) All development must provide for active or passive recreation facilities for residents at a minimum ratio of 50 square feet per dwelling unit.
- e) For tracts less than one acre in size, single-family detached homes only shall be permitted.
- f) Any development within this Redevelopment Area may contain a common club house or amenity space for the use of its residents and their guests. Such clubhouse shall be permitted to have a maximum building height of two stories or 35 feet.
- g) The roof of any clubhouse or community amenity facility may be utilized as additional community amenity space.
- h) Monument walls with or without signage, with maximum height of three feet, shall be permitted at any entrance to a residential development, provided that the wall does not interfere with any required sight distances.
- i) Patios, decks, terraces, or balconies may be permitted to encroach within any required rear or side yard setback, provided that no patio, deck, terrace, or balcony is set back less than 20 feet from any property line.
- j) Porches may encroach into the front yard area a maximum of 10 feet.
- k) Enclosed porches shall be prohibited from the front façade.
- l) All stormwater management basins or other facilities shall be managed and maintained by a homeowners association.

5. Affordable Housing Requirements

- a) All redevelopment projects within the Redevelopment Area except for Block 111, Lots 4, 10, 11, 12, and 13 (Sites 2, 3A, and 3B) shall provide for a minimum of thirty percent (30%) of all dwelling units to be set aside as dwellings affordable to very low, low, and moderate income households in accordance with the standards set forth in the Township's affordable housing ordinance found in Chapter 70 of the Township Code and In the Matter of the Application of the Township of the Township of Marlboro for a Declaratory Judgement, Docket No. MON-L-2121-15. Block 111, Lots 4, 10, 11, 12 and 13 shall provide for a twenty percent (20%) set aside for very low, low, and moderate income households in accordance with 3 Ronson, LLC v Township of Marlboro, et al., Docket No. MON-L-001181-17.
- b) A minimum of thirteen percent (13%) of all affordable dwelling units in each bedroom distribution shall be available to very low income households, as part of a minimum of fifty percent (50%) of all affordable dwelling units in each bedroom distribution which shall be available to low income households.
- c) All affordable dwelling units provided within the Redevelopment Area shall be family rental units. No affordable dwelling units shall be permitted to be age restricted.
- d) In the event that the required percentage of affordable units for any redevelopment project results in a fraction of a unit, the required number of units shall be rounded up to the next highest whole number of dwelling units.
- e) In the event that any phasing of construction is proposed, the construction of required affordable dwelling units shall be in compliance with N.J.A.C. 5:93-5.6(d) and the Uniform Housing Affordability Controls Rules and the Township's Affordable Housing Ordinance to ensure timely construction of affordable units.
- f) As provided under law pursuant to N.J.S.A. 52:27D-311, a preference of up to fifty percent (50%) of the affordable housing units in an inclusionary affordable housing development or a one hundred percent (100%) affordable housing development in the Redevelopment Areas described herein shall be provided to low and moderate income veterans who served in time of war or other emergency, as defined in N.J.S.A. 54:4-8.10.
 - i. This preference shall be established in the applicant selection process for available affordable units so that applicants who are veterans who served in time of war or other emergency, as referenced in N.J.S.A. 52:27D-311, and who apply within 90 days of the initial marketing period shall receive preference for the rental of the agreed-upon percentage of affordable units. After the first 90 days of the initial 120-day marketing period, if any of those units subject to the preference remain available, then applicants from the general public shall be considered for occupancy. Following the initial 120-day marketing period, previously qualified applicants and future qualified applicants who are veterans who served in time of war or other

emergency, as referenced in N.J.S.A. 52:27D-311, shall be placed on a special waiting list as well as the general waiting list. The veterans on the special waiting list shall be given preference for affordable units, as the units become available, whenever the percentage of preference-occupied units falls below the agreed upon percentage. Any agreement to provide affordable housing preferences for veterans pursuant to N.J.S.A. 52:27D-311 shall not affect a municipality's ability to receive credit for the unit from the council, or its successor.

- g) Additionally, as shall be allowable by law, a preference shall also apply to first responders of the Township of Marlboro. If legislation is passed allowing for a first responder preference, the Township reserves the right to allow such a preference consistent with allowable law. At the time of adoption of this plan, the Township recognizes that such a preference is not allowed under law. "First responder" shall be defined as a law enforcement officer; paid or volunteer firefighter; paid or volunteer member of a duly incorporated first aid, emergency, ambulance, or rescue squad association; or any other person who, in the course of the person's employment, is dispatched to the scene of a motor vehicle accident or other emergency situation for the purpose of providing medical care or other emergency assistance; and who, in the case of all the foregoing, has served in that capacity for at least two years.
 - i. This preference shall be established in the applicant selection process for available affordable units so that applicants who are first responders, and who apply within 90 days of the initial 120-day marketing period, shall receive preference for the rental of the agreed-upon percentage of affordable units. After the first 90 days of the initial 120-day marketing period, if any of those units subject to the preference remain available, then applicants from the general public shall be considered for occupancy. Following the initial 120-day marketing period, previously qualified applicants and future qualified applicants who are first responders shall be placed on a special waiting list as well as the general waiting list. The first responders on the special waiting list shall be given preference for affordable units, as the units become available, whenever the percentage of preference-occupied units falls below the agreed upon percentage. Any agreement to provide affordable housing preferences for first responders pursuant to N.J.S.A. 52:27D-311 shall not affect a municipality's ability to receive credit for the unit from the council, or its successor.

DESIGN STANDARDS

Any deviation from the following standards shall require a waiver or exception pursuant to N.J.S.A. 40:55D-51. The following list includes design standards that apply to all building types in the Redevelopment Area.

General Circulation

1. All right-of-ways and internal roads within the Redevelopment Area shall be designed in conformance with §220-184 of the Township Code.

Parking Requirements

1. Off-street parking shall be provided in accordance with the Residential Site Improvement Standards (RSIS) requirements, found at N.J.S.A. 5:21-1 et seq.
2. All development projects for multi-family development which require 50 parking spaces or more, shall provide for at minimum two percent (2%) of those off-street parking spaces to be reserved for electric vehicle charging stations.

Residential Design Standards

1. Single family dwellings shall be designed in accordance with residential design requirements of §220-38, and §220-181 of the Township's Land Use and Development Ordinance.
2. Two-Family Dwelling Design Standards
 - a) Dwelling units shall not be stacked.
 - b) A minimum of one of the dwelling units' primary entrances shall be located on the front façade.
 - c) Combined driveways shall not be permitted.
3. Townhouse Design Standards
 - a) There shall be a variety of design and architectural styles and setbacks for the purpose of presenting an aesthetically desirable effect over the entire townhouse development.
 - b) No more than three contiguous dwelling units within a structure may have the same front yard setback.
 - c) Variations in building setbacks shall be not less than two feet.
 - d) Garages should be recessed within the primary façade of the building and include detailing elements to create visual interest and add to the overall architectural character of the building.

4. Multi-family Design Standards

- a) Buildings shall be oriented so that their primary entrance faces the public street or right-of-way, or an internal roadway. Primary entrances shall not face a side or rear yard area.
- b) Blank or featureless walls shall be avoided.
- c) Where a building is visible from the street, primary exterior building façade materials shall be brick, stone, stucco, natural wood, composite wood, metal, glass, or similarly durable materials.
- d) High quality materials such as stone and brick are encouraged to be used at the ground level of the building on all façades.
- e) Buildings which have a horizontal width of greater than 80 feet shall be designed to be separated into vertical segments.
- f) No building shall have an uninterrupted horizontal width of greater than 50 feet without a change in the vertical plane of the façade. A step-back or projection with a minimum depth of 18 inches shall be provided.
- g) Buildings with a width of greater than 100 feet shall provide multiple street level entrances.
- h) All residential units should be accessed through enclosed accessed points that are monitored by a security system and/or management staff.
- i) Projection requirements may be satisfied by decks or patios.
- j) Buildings with pitched roofs shall have eaves that overhang the building face by a minimum of 12 inches.
- k) Buildings with flat roofs shall include a decorative cornice along the top of the front facing façade which projects at minimum an average of eight inches from the face of the building.

Signage Standards

1. Signage shall be designed to be in harmony and consistent with the architectural design of the buildings on the site, and to relate to the features of the buildings in terms of location, scale, colors, lettering, materials, and textures.
2. A maximum of two project identification signs shall be permitted for each development.
3. Project identification signs shall be ground signs, and shall have a maximum height of 6 feet, and a maximum sign area of 90 square feet.
4. Project identification signs shall be set back a minimum of five feet from any property line, and shall not be located within the sight triangle of any intersection or access drive.
5. Directional and safety signage shall be permitted to ensure ease of vehicular and pedestrian circulation throughout the site. Directional signs shall be no more than 10 square feet in size, and set back a minimum of five feet from any right-of-way.

Landscaping and Buffering Design Standards

1. Landscape design should be integrated into the overall site design. In addition to any required buffer areas, a minimum of ten percent (10%) of any tract area shall be dedicated to decorative landscaping, including shrubs, grasses, flowering plants, shade trees, and plaza spaces designed to complement the architectural design of the site.
2. Required landscaped buffers shall be composed of a dense mixture of evergreen and deciduous trees, planted at intervals so as to create a continuous visual screen.
3. Off-street parking lots shall be required to provide a minimum of one deciduous shade tree for every 12 parking spaces. Shade trees shall be provided within curbed planting islands, or within five feet of the perimeter of the parking lot.
4. All setback areas fronting on a public roadway shall be defined by a combination of decorative fencing and/or landscaping.
5. For development on Sites 7, 8, and 9, in addition to the decorative landscaping described above, shade trees shall be provided along the frontage of Tennent Road, to be spaced no greater than 40 feet apart, except for any spaces necessary to accommodate entrance driveways.

Solid Waste Storage

1. For multifamily residential use, all dumpsters or trash storage bins shall be located within an enclosed facility which is screened from public view by a combination of an opaque fence and landscaping.
2. All garbage and recycling storage shall be located in a side yard or rear yard.
3. If trash compactors are used, they shall be located in the rear yard only.

Lighting

1. Except as otherwise specified herein, all lighting shall be designed and installed in compliance with §220-164 of the Township's Land Use and Development Ordinance.
2. Light fixtures within parking areas shall be decorative fixtures, and shall not exceed 20 feet in height.
3. Pedestrian walkways shall be illuminated by bollards, ground mounted lighting, building mounted lighting, or other low glare controlled fixtures.
4. Accent lighting on buildings shall be encouraged.
5. Exterior light fixtures shall be compatible and relate to the architectural character of the buildings on site.
6. Site lighting shall be provided at the minimum level to accommodate safe pedestrian and vehicular movements without causing any off-site glare.

Open Space & Recreation

1. Areas which will remain undisturbed on the site shall be maintained as open space.
2. Clear cutting of woodlands shall be limited to the maximum necessary to carry out the effective redevelopment of the area in accordance with the purpose and standards of this Plan.
3. Recreational facilities shall be designed to accommodate users with disabilities, and be constructed in accordance with the Barrier Free Sub-code of the Uniform Construction Code of the State of New Jersey, and all other applicable codes and standards.
4. Required recreation facilities may be located within a required open space set aside.

Utilities

1. A Redeveloper shall arrange with the servicing utility for the installation of the utility's distribution lines and service connections in accordance with the provisions of the applicable Standard Terms and Conditions incorporated as a part of its tariff on file with the State of New Jersey Board of Public Utility Commissioners.
2. A Redeveloper shall be responsible for ensuring that adequate water and sewer system connections are provided, and for the coordination with the appropriate authority to provide such utilities to any site.

Sustainable Design Standards

All projects are encouraged to incorporate green building and sustainable design features, including LEED (Leadership in Energy Efficient Design) design elements.

On-Site and Off-Site Improvements

The extent of the redeveloper's responsibility for any installation or upgrade of infrastructure related to the development of the Redevelopment Area, or contribution thereto, shall, whether on-site or off-site, be subject to a redeveloper's agreement with Marlboro Township or the relevant external agency or authority.

RELATIONSHIP TO LOCAL OBJECTIVES

This section describes the consistency between the Redevelopment Plan and Marlboro's Master Plan and how the provisions herein are designed to effectuate the Master Plan. It also describes the relationship of the Redevelopment Plan to adjacent municipalities' Master Plans, Monmouth County Master Plan, and the New Jersey Development and Redevelopment Plan.

Marlboro Township Master Plan

This Redevelopment Plan is consistent with Marlboro Township's Master Plan Reexamination Report, which was adopted by the Township Planning Board at a meeting held on August 7, 2019. The Master Plan Reexamination Report noted the following goals regarding redevelopment which shall be advanced by this Plan:

- Promote generational housing for a variety of income levels, age groups, and household types in order to create a housing base that supports and retains the existing residents within the Township.
- Explore opportunities for veterans housing and support services within the Township in order to allow Marlboro's veterans population to age in place in the community.
- Develop a comprehensive strategy for balanced development in the Township for affordable housing.
- Balance economic development with conservation and open space.
- Review vacant, underutilized, dilapidated, and/or deleterious properties in the Township for Redevelopment potential.
- Provide opportunities for housing for special needs individuals by identifying appropriate sites and/or expanding existing facilities.

The Township also recently adopted a Housing Element and Fair Share Plan which specifically calls out each of these properties as appropriate sites for inclusionary market rate and affordable housing. This Redevelopment Plan is compliant with the Housing Element and Fair Share Plan.

This Redevelopment Plan is consistent with the goals of the Master Plan Reexamination Report.

Plans of Adjacent Municipalities

The scattered sites are primarily located well within Marlboro Township's boundaries. However, Block 103, Lot 1 is located along the Township's northern border with Aberdeen Township. A portion of the property is located in Aberdeen Township. The property within Aberdeen adjacent to this lot is a part of the same auto salvage yard that is the subject of this Redevelopment Plan. The zoning of Aberdeen Township in this area reflects a desire for the properties adjacent to Marlboro to be developed with a low density, single family residential pattern. Redeveloping the portions of the property within Marlboro to include affordable housing would not be inconsistent with the plans in Aberdeen Township.

Monmouth County Master Plan

The 2016 Monmouth County Master Plan identifies redevelopment as one of its goals to create vibrant and sustainable communities, preserve community character, and provide housing based on demographic and market trends. The following objectives identify how this Redevelopment Plan promotes the Master Plan's following intentions.

1. Encourage a range of housing options including types, sizes, styles, and accommodations to meet the needs associated with various lifestyles, life-stages, abilities, and occupations of residents while supporting economic sustainability within the region.
2. In rural areas, retain the existing community character through the use of design standards, land use strategies, design, landscaping, and land preservation.
3. Encourage municipalities to monitor the evolving housing market and consider the desirability of changing zoning to accommodate shifts in market demand.

This Redevelopment Plan is consistent with the Monmouth County Master Plan.

State Development and Redevelopment Plan

The State Plan Policy Map classifies the scattered sites within this Plan as Suburban Planning Area (PA-2), Fringe Planning Area (PA-3), and Environmentally Sensitive Planning Area (PA-5). The primary objective of the SDRP is to guide development to areas where infrastructure is available or can be readily extended such as along existing transportation corridors, in developed or developing suburbs, and in urban areas. The State Plan has identified a series of goals and objectives for each of the aforementioned planning areas. This Redevelopment Plan furthers the State Plan's intentions, and is generally consistent with the State Plan, for each of the following planning areas.

The State Plan's intentions for the (PA-2) is to provide for much of the state's future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the trend toward further sprawl; and revitalize cities and towns.

The State Plan's intentions for the (PA-3) is to accommodate growth in Centers; protect the Environs primarily as open lands; revitalize cities and towns; protect the character of existing stable communities; protect natural resources; provide a buffer between more developed Metropolitan and Suburban Planning Areas and less developed Rural and Environmentally Sensitive Planning Areas; and confine programmed sewers and public water services to Centers.

The State Plan's intentions for the (PA-5) is to protect environmental resources through the protection of large contiguous areas of land; accommodate growth in Centers; protect the character of existing stable communities; confine programmed sewers and public water services to Centers; and revitalize cities and towns.

REDEVELOPMENT PLAN ACTIONS

Outline of Proposed Actions

Any redeveloper of property located within the Redevelopment Area will be required to enter into a Redeveloper's Agreement with the Township that stipulates the precise nature and extent of the improvements to be made and their timing and phasing, as permitted, therein.

Properties to be Acquired and Relocation

Acquisition of privately-owned property, on parcels specifically authorized, and displacement or relocation of any residents or businesses within the Redevelopment Area may or may not be necessary to effectuate the Redevelopment Plan. The Township reserves the right to utilize its power of eminent domain as this has been designated as a Condemnation Redevelopment Area, to acquire all or a portion of the properties within this Redevelopment Area as provided under sections of the Local Redevelopment and Housing Law, based upon the designation of these properties as a Condemnation Area in Need of Redevelopment. At this time it is understood that no residents currently live on any of these properties, therefore no displacement or relocation of residents is anticipated to occur as the result of the implementation of this Redevelopment Plan.

In the event that relocation assistance is required for any of the businesses within the Redevelopment Area, the Township will provide the appropriate assistance pursuant to all applicable State and Federal laws as necessary. If any relocation assistance is needed, a Workable Relocation Assistance Plan (WRAP) will be developed and issued to the Department of Community Affairs for review, as required by the Relocation Assistance Law.

Infrastructure

In addition to the new development described in the foregoing chapters, several other actions may be taken to further the goals of this Plan. These actions may include, but shall not be limited to: (1) provisions for infrastructure necessary to service new development; (2) environmental remediation; and (3) vacation of public utility easements and other easements and rights-of-way as may be necessary to effectuate redevelopment.

The Redevelopment Agreement between the Township and any redeveloper will contain the terms, conditions, specifications and a description of required performance guarantees pertaining to the redeveloper's obligation to provide the infrastructure and improvements required for the project, which may include, but shall not be limited to, the provision of water, sewer, and stormwater service as well as sidewalks, curbs, streetscape improvements, street lighting, and on- or off-site traffic controls and roadway improvements required as a result of the project.

Amendment to Zoning Map and Development Regulations

The Zoning Map and districts referenced in Chapter §220-34 of the Township's Code are hereby amended to reference this Redevelopment Plan to supersede the underlying zoning districts which encompass the Redevelopment Area in its entirety. Additionally, the listing of zoning districts in

Marlboro Zoning Ordinance is hereby amended to include a reference to this Redevelopment Plan constituting the zoning regulations for these properties.

Non-Discrimination Provisions

No covenant, lease, conveyance, or other instrument shall be affected or executed by the Township Council or by a redeveloper or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the Township, or the redeveloper, upon the basis of race, creed, color, or national origin in the sale, lease, use, or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use on the basis of race, creed, color or national origin.

Duration of the Plan

The provisions of this Plan specifying the redevelopment of the Redevelopment Area and the requirements and restrictions, with respect thereto, shall be in effect until such time that the properties have been effectively redeveloped in accordance with this Plan, or any other subsequent amendment to this Plan, as determined by the Council of the Township of Marlboro.

Completion of Redevelopment

Upon the inspection and verification by Marlboro Township that the redevelopment has been completed, a certificate of completion shall be issued to the redeveloper. All redevelopment agreements associated with the implementation of this Redevelopment Plan shall be in effect until the issuance of such a certificate.

Severability

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

OTHER PROVISIONS

In accordance with N.J.S.A. 40A:12A-1 et seq., known as the Local Redevelopment and Housing Law, the following statements are made:

1. The Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities, and other public improvements. The Plan has laid out various programs and strategies needed to be implemented in order to carry out the objectives of this Plan.
2. The Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.
3. The Redevelopment Plan is substantially consistent with the Master Plan for Marlboro Township. The Plan also complies with the goals and objectives of the Monmouth County Master Plan, and the New Jersey State Development and Redevelopment Plan.

APPENDICES

Appendix A – Resolutions of the Governing Body and the Planning Board

Appendix B – Parcel Maps

Appendix C – Redevelopment Schedule

Marlboro Scattered Site Redevelopment Schedule

Task	Duration	Anticipated Time of Completion
Township Designates Properties in Need of Redevelopment	Complete	September 5, 2019
Township Adopts Redevelopment Plan for Area (2 nd reading by Council)	Pending	December 12, 2019
Township meets with property owners	110 days	December 13, 2019– March 2020
Procurement Process to Select and have initial meetings with redeveloper(s)	120 days	April 2020 – July 2020
Negotiate Redeveloper Agreement(s)*	120 days	August 2020 – November 2020
Redeveloper(s) submit site plan/subdivision applications to Planning Board	120 days	December 2020 – March 2021
Site Plan approvals from Planning Board	120 days	April 2021 – July 2021
Resolution Compliance	90 days	September 2021 – November 2021
Receive Building permits from Township	90 days	December 2021 – February 2022
Begin Construction	90 days	March 2022 – May 2022
Complete Construction	365 days	March 2023 – May 2023
Receive C/O	90 days	June 2023 – August 2023

*The Redeveloper Agreement(s) will include a provision for condemnation where up to ninety (90) days will be permitted for negotiations, after which time, if the parties do not reach an agreement for proceeding under non-condemnation, the Township will immediately proceed with condemnation. If condemnation is required it will lengthen the time line shown above by approximately 365 days (1 year).