


ROBBINSVILLE TOWNSHIP • MERCER COUNTY

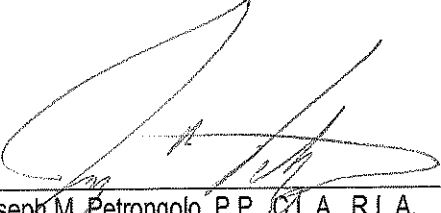
Periodic Reexamination of Master Plan AMENDMENT

October 21, 2008
Revised January 9, 2009

Periodic Reexamination of Master Plan prepared by the Robbinsville Township Master Plan Amendment Subcommittee with assistance from Remington, Vernick & Arango Engineers



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1.0 Introduction

The Robbinsville Township Master Plan Reexamination Amendment Subcommittee has met periodically over the past three months to discuss amending the 2007 Master Plan Reexamination and Land Use Element Amendment (2007 Reexamination and Amendment). More specifically, the governing body of Robbinsville Township requested that the Planning Board reevaluate and in some instances clarify two of the recommendations advanced in the 2007 Reexamination and Amendment. The Subcommittee, which consists of members of the Planning Board and Zoning Board, was asked to focus on the areas defined in the 2007 Reexamination and Amendment as the Wittenborn Gateway and Gateway South. A public hearing was held on December 10, 2008 to obtain public input on the proposed amendments at which time the Planning Board adopted this amendment to the 2007 Reexamination and Amendment with some minor modifications as contained herein.

The following recommendations shall complement the findings of the 2007 Reexamination and Amendment.

2.0 Wittenborn Gateway

The 2007 Reexamination and Amendment supported a rezoning of the Wittenborn property.

Due to the surrounding land uses, the Wittenborn property could play a key role as a transitional zone between the Rural Residential and the light industrial uses. Also, due to its size and the current demand for office and/or flex space within the Township, any development should be allowed to proceed in phases in order to avoid creating a glut of empty office space within the Township¹.

While a rezoning for the Wittenborn parcel was recommended, the 2007 Reexamination and Amendment set forth conditions for any rezoning which include: incorporating design standards to ensure the gateway, view sheds, and "feel" of the area remain intact; establishing a maximum building footprint size of 10,000 square feet; utilizing the existing farmhouse in any development (adaptive reuse); and supporting a campus style setting.

This amendment further clarifies the above-mentioned recommendations and conditions by providing boundaries for the Wittenborn gateway, discussing permitted uses, and proposing additional area and bulk standards, specifically Floor Area Ratio (FAR) and impervious coverage requirements.

Boundaries of Wittenborn Gateway

The 2007 Reexamination and Amendment did not define boundaries for the Wittenborn Gateway. In order to effectively plan for the future of the Wittenborn property and the surrounding parcels, it is necessary to define the boundaries of the Gateway.

¹ Periodic Reexamination of Master Plan & Land Use Element Amendment, Washington Township, Mercer County; 2007. pp 40-41.

Figure 1 below illustrates the proposed boundaries for the Wittenborn Gateway. The primary goal of the Subcommittee when selecting the parcels to include in the Gateway was to ensure the view shed remains undamaged as a result of a potential rezoning. As shown below, the proposed Gateway is a corridor along Route 526 and when combined with the design guidelines set forth in the 2007 Reexamination and Amendment it is anticipated that the existing view shed will not only be maintained but also enhanced.

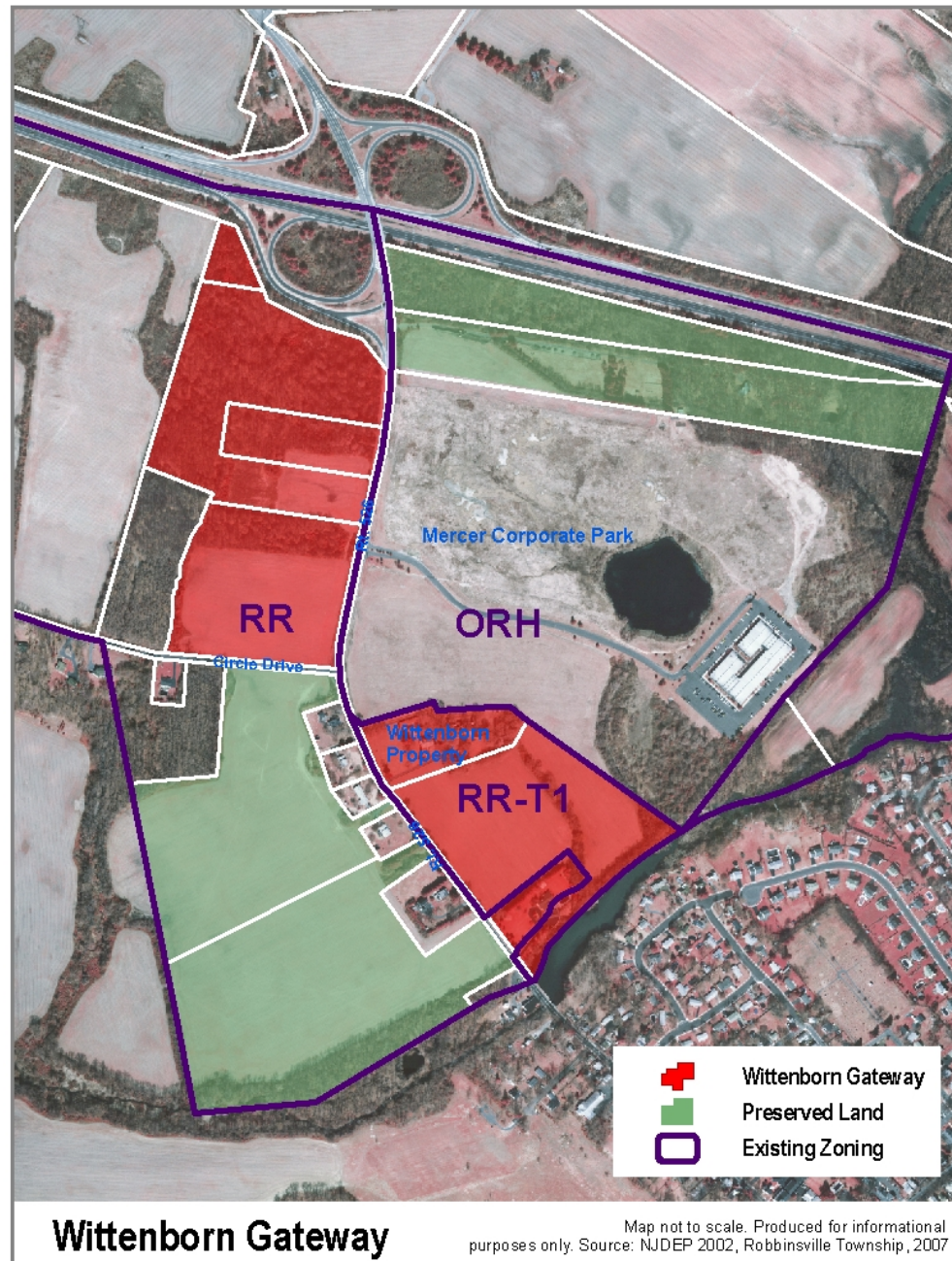


Figure 1

Permitted Uses

As illustrated on Figure 2, only three parcels within the Wittenborn Gateway are within the Sewer Service Area. Therefore, it is the recommendation of this Amendment that the permitted uses in the Gateway take into account the availability of sanitary sewer as well as septic suitability and the seasonal high water table. Where sanitary sewers are not available, permitted uses should be limited to lower intensity uses with minimal utilization of sanitary sewage disposal systems.



Figure 2

Land use standards for the Wittenborn Gateway include but are not limited to the following:

Principal permitted uses of the land and buildings where sanitary sewers are not available.

1. Professional Office Uses, such as offices of medical doctors; legal services; engineering, accounting, research, and real estate offices.
2. Self-storage facilities.

Principal permitted uses of the land and buildings where sanitary sewers are available.

1. Professional Office Uses, such as offices of medical doctors; legal services; engineering, accounting, research, and real estate offices.
2. Specialty Retail.
3. Bed and breakfast boutiques.
4. Wedding venues.
5. Sit-down restaurants without drive-thru facilities.

The Subcommittee discourages big-box and large franchise retail uses as permitted uses.

Bulk and Area Standards

The recommended bulk and area standards also account for the availability of sanitary sewer.

Maximum Building Footprint

Sanitary Sewer Available = 10,000 square feet
 Sanitary Sewer Not Available = 10,000 square feet

Maximum Floor Area Ratio (FAR)

Sanitary Sewer Available = 0.20
 Sanitary Sewer Not Available = 0.105 (0.25 for self-storage uses)

Maximum Impervious Coverage

Sanitary Sewer Available = 0.60
 Sanitary Sewer Not Available = 0.205

Front Yard Setback

The view shed to the Wittenborn home is to be maintained and no parking is to occur within the view shed. Appropriate setbacks should be established to preserve views of this historically significant structure. In no case should the setbacks be less than seventy-five (75) feet.

Maximum Building Height

In order to maintain the scale and prominence of the Wittenborn home, the maximum building height should not exceed two (2) stories.

3.0 Gateway South

During the 2007 Reexamination and Amendment process, the Township Planning Board engaged in a lengthy discussion concerning the development and redevelopment of the Route 130 corridor. It was recommended that the area identified as Gateway South (see Figure 3) be studied for determination of an area in need of redevelopment. It was further recommended that the remainder of the corridor, which includes most parcels fronting on Route 130, be classified within a new Highway Commercial zone (HC). The intent of the HC zone was to consolidate the OC-1 and OC-2 zones and to encourage attractive and site specific commercial developments through the length of Route 130.

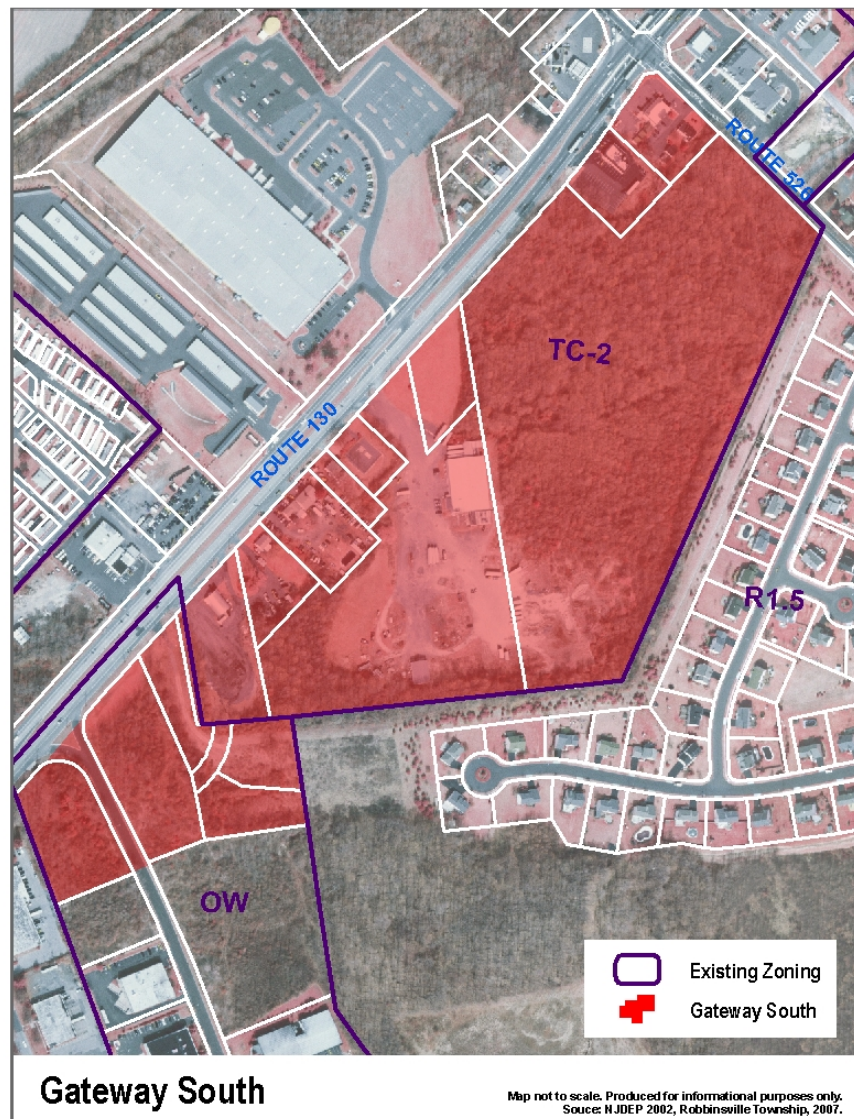


Figure 3

Due to legal challenges and the shift in the interpretation of the provisions set forth in the New Jersey Local Housing and Redevelopment Law, an area in need of redevelopment declaration is no longer viable for Gateway South.

Since redevelopment is no longer an option, the Subcommittee was asked to develop a new recommendation for Gateway South. Gateway South is currently zoned as TC-2 (Special Condition F) and therefore all developments are subject to the zoning guidelines and development regulations for Town Center. The Subcommittee reviewed the recently adopted ordinance establishing a Highway Commercial zone (HC) and compared it to the existing TC-2 (Special Condition F) zone regulations and determined that a rezoning at this time is not necessary. The uses permitted in the HC zone and the TC-2 (Special Condition F) zone are not drastically different and the Subcommittee felt that Gateway South can serve as a transition to Town Center and if developed in accordance with the existing zoning could also extend the look and feel of Town Center to the Route 130 corridor. Additionally, in order to ensure a seamless transition into Town Center along Route 130 as well as encourage a cohesive commercial corridor in this area, it is recommended that Lots 1.19, 1.011, 2.39, 2.40, 2.41 in Block 29 be rezoned to TC-2 (Special Condition F) from an Office Warehouse (OW) zoning designation (refer to Figure 4). Therefore, this Amendment recommends that there be no change to the parcels currently zoned TC-2 (Special Condition F) and that the existing TC-2 (Special Condition F) bulk and area requirements remain in place, with the exception that parking should be permitted in the front yards along Route 130 zoned as TC-2 (Special Condition F).

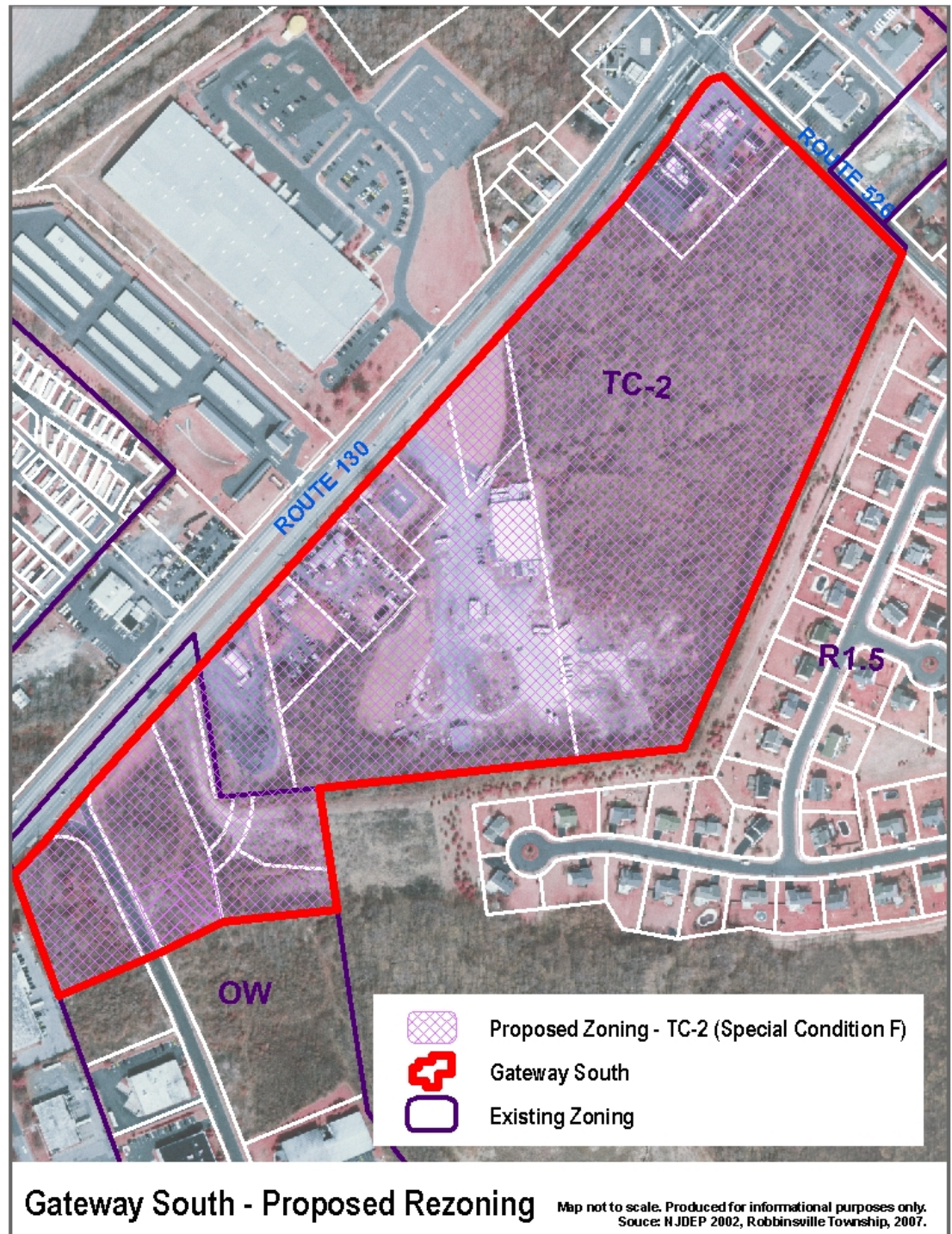


Figure 4