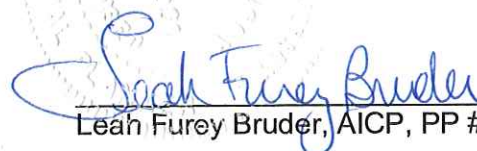


**Evesham Township**  
**Burlington County, New Jersey**

**2010 Master Plan Reexamination  
and Recommendations**



**Adopted by the Evesham Township Planning Board,  
after a public hearing on June 17, 2010  
in accordance with Resolution PB 10-46.**

  
Leah Furey Bruder, AICP, PP # 585100

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

**BA BACH Associates, PC**  
ENGINEERS • ARCHITECTS • PLANNERS  
304 White Horse Pike, Haddon Heights, NJ 08035  
(856)546-8611 \* Fax (856)546-8612

**Evesham Township  
Burlington County, New Jersey**

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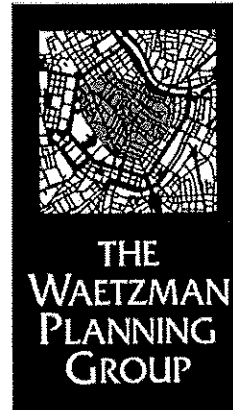
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**Scrivener's Note**  
*August 15, 2006*

Please be advised that there is an unintended scrivener's error in the Draft Evesham Township Master Plan: Goals, Objectives, Land Use, and Housing Elements. The text clearly describes the intention to increase the density of the AH-1A Affordable Housing District to 25 beds or units per acre. However, the Legend of the Future Land Use Map inadvertently contains the prior density of 12 beds per acre. Furthermore, the plan indicates that age-restricted independent living units will be permitted by right in this district. It needs to be clarified that both independent living units and assisted living beds are eligible for credit as affordable housing, when properly controlled, but nursing beds are ineligible. These issues will be discussed at the scheduled August 18 public hearing and, if adopted, will be clarified in the final printed edition.

Larry S. Waetzman, AICP, NJPP 2213

Mailing Address  
1230 County Line Road  
Bryn Mawr, PA 19010  
(610) 527-0600  
Fax (610) 527-0445

Woodbury, New Jersey  
(856) 853-2600  
Fax (856) 853-6112

Toll Free  
(800) 669-5202

[wpg@waetzmanplanning.com](mailto:wpg@waetzmanplanning.com)

**I. Introduction and Purpose**

This Master Plan Reexamination is being prepared in accordance with N.J.S.A. 40:55D-89 (Municipal Land Use Law). Township Council must provide for the reexamination of the Township’s Master Plan and development regulations by the Planning Board at least once every six years. The Township adopted a Master Plan on September 20, 2006, a Master Plan Amendment was adopted on April 2, 2009, and a Housing Element and Fair Share Plan were adopted on January 21, 2010. In accordance with N.J.S.A. 40:55D-89, a reexamination of the Master Plan is not required until September 20, 2012. In accordance with Resolution 59-2010, Township Council has requested that the Planning Board review the Evesham 2020 Vision Plan and consider amending the Master Plan to incorporate the planning and design concepts set forth therein.

The purpose of a Master Plan Re-examination is to assess how the assumptions, policies and objectives that form the basis for the Master Plan and development regulations have changed since the last Master Plan and to determine whether any specific changes to the Master Plan or development regulations are recommended, including underlying objectives, policies and standards. This Master Plan Reexamination is being undertaken to incorporate the Evesham 2020 Vision Plan, to address recent legislation that affects the Township, and to consider some specific concerns that have arisen since the last Master Plan. All of these land use issues are appropriately addressed in the context of the Master Plan overall.

The Master Plan is a policy guide that should be as specific as possible with regard to the steps needed to implement the Township’s vision, while also maintaining flexibility and an awareness that the social, economic and policy environments are dynamic and conditions may change over the six year planning horizon. The Master Plan lays the foundation upon which recommendations and plans can be incrementally implemented to realize the Township’s goals and objectives. The Master Plan Reexamination is an opportunity to address issues that have arisen since the last Plan adoption and to ensure consistency among the Township’s Master Plan, the 2020 Vision Plan, the Land Development Code and other planning documents such as redevelopment plans and regional plans.

In order to be meaningful and effective, the Master Plan Reexamination and Recommendations should provide a link between the Township’s overall vision and policy ideals, and the means to implement them. An up-to-date Master Plan presents a clear explanation of the Township’s vision and land use proposals, making it easier for Township residents, business owners, potential developers, preservationists, and regional and state entities to understand the Township’s expectations and requirements. This clarity may add effectiveness and efficiency to the land use planning and permitting processes.

A Master Plan is intended to guide the use of lands within the Township in a manner that protects public health and safety, promotes the general welfare, and advances the Township’s goals and objectives. The Master Plan also serves to communicate the Township’s goals and objectives, provide a basis for the Township’s land use policy decisions, and unify interests and ideas that often seem to compete with one another.

In the nearly four years since the 2006 Master Plan was adopted, the economic conditions that are an important driving force behind land use and development have changed dramatically. The Great Recession has slowed the pace of development and has reinforced the movement toward sustainability and efficiency that has been growing for some time.

Evesham Township has for many years utilized its Master Plan as a tool to assist in balancing its interests in safeguarding and enhancing existing neighborhoods, providing opportunities for economic development, preserving environmentally valuable and recreationally desirable open spaces, and promoting good design. As new planning opportunities present themselves, as the landscape is altered by significant public investments (the Marlton Circle elimination for example), and as new technologies emerge, proactive land use policy responses are warranted.

The Township is undertaking this Master Plan Reexamination in accordance with N.J.S.A. 40:55D-89 to review the Township’s land use policies, to ensure that the Township’s planning documents reinforce one another, to ensure consistency between the Master Plan and the zoning ordinances and to set the stage for future Township planning efforts. The Master Plan Reexamination outlines the considerations required by Municipal Land Use Law (Section 40:55D-89) and provides the responses as appropriate.

II. Evesham Township Overview

The land area of Evesham Township is 29.7 square miles or approximately 19,008 acres and is located in western Burlington County. Evesham Township is bordered by Cherry Hill Township and Voorhees Township to the east (both in Camden County), Berlin Township and Waterford Township to the south (both in Camden County), Medford Township to the east and Mount Laurel Township to the north (both in Burlington County). Evesham Township's location in Burlington County is shown on **MAP 1**. Approximately 16.35 square miles (55%) of Evesham Township is within the Pinelands Area. As a result of the Pinelands Area designation, and the environmental constraints within the designated area, the Township has developed with a suburban/urban character in the north and western portions of the Township, particularly along the Route 73 and Route 70 corridors, and with a more rural character in the southern and eastern portions of the Township. The Pinelands Area in Evesham is shown on **MAP 1**.

Evesham Township was established in 1688 and was incorporated in 1692. At that time Evesham included parts of present-day Mount Laurel, Medford, Lumberton, Hainesport, Shamong and Washington Townships. The Township was divided a number of times in the 1800s and reached its current size in 1872. In the 1800s Old Marlton Village was given its name and was the center of commerce and civic activity in Evesham until the post World War II building boom resulted in the gradual development of housing developments, which for the most part replaced farms.

Population

The July 1, 2008 population estimate for Evesham Township is 45,306 persons according to the New Jersey Department of Labor and Workforce Development (based on 2000 U.S. Census Bureau data and the number of certificates of occupancy, less any demolition permits, multiplied by the average number of persons per unit). At the time of the 2000 Census the Township population was 42,275 people. The 2010 Census figures will provide more certainty about the current population.

Evesham Township's population increased 2,101% in the seven decades leading to the 1990 Census, increasing from 1,604 people in 1930 to 35,309 people in 1990. The most significant period of growth in Evesham was between 1960 and 1970, when the population increased by 196%. The rate of population growth was also significant in the 1950s, when the population increased by 114%. The largest absolute increase in population was between 1980 and 1990 when the population increased by 13,801 people (64%).

The table below shows the population changes from 1920 through 2008 in Evesham Township.

| Evesham Township Population <sup>1</sup><br>1930 to 2008 |       |       |       |        |        |        |        |        |
|--|-------|-------|-------|--------|--------|--------|--------|--------|
| 1930   | 1940  | 1950  | 1960  | 1970   | 1980   | 1990   | 2000   | 2008*  |
| 1,604  | 1,655 | 2,121 | 4,548 | 13,477 | 21,508 | 35,309 | 42,275 | 45,306 |

\* NJ Department of Labor and Workforce Development

<sup>1</sup> Source: United States Census Bureau, Decennial Population Counts, 1930-2000

## Employment

Of the 32,206 residents aged sixteen and over in 2000, 23,430 were in the labor force. Just under two percent of the labor force in Evesham was listed as unemployed in 2000 (1.9%). The 2000 Census reported that New Jersey's unemployment rate was 3.7%. In March 2010 New Jersey's unemployment rate had reached 9.8%. Though municipal level unemployment figures are not currently available, the unemployment rate in Evesham Township has surely increased proportionately, as the recession has impacted people across industries, in all geographic areas, and across the economic spectrum.

The mean travel time to work for Township residents is 29.5 minutes, an indicator that many residents travel significant distances in their cars to get to work. There are public transportation options in and around Evesham, but in order to use transit many residents would need to drive to commuter lots and then take public transit from there (increasing the time needed to get from point A to point B). Relatively few people walk or bike to work. Evesham Township is largely a bedroom community where residents commute to work in employment centers such as Philadelphia, but also has a significant employment base itself along the Route 70 and Route 73 corridors. The 2003 NJ Employment and Wages Annual Municipality Report by Sector states that in 2003 there were 23,155 jobs in Evesham Township. According to this report the two largest employment fields in the Township were the retail sector, accounting for 17.93% of the jobs, and health care and social services sector accounting for approximately 17.42% of the jobs. By 2008 (the latest year available at the municipal level), the total number of jobs in Evesham had reached 25,182, but employment field information is not available for 2008. This data counts employers covered under the New Jersey Unemployment Compensation Law and therefore does not account for jobs not covered by unemployment. The Township has jobs to housing ratio of approximately 1.5 to 1, which is an indicator that the Township is an employment center. The jobs-to-housing balance is often considered as a measure of sustainability and stability. A balance of 1.1 or higher indicates that at least in theory one person from each household could work within the Township. The fact is that many still commute by choice or necessity, based on the particular requirements of the employed and the employer. The municipal jobs-to-housing balance is numbers based and does not mull over whether jobs are integrated within or close to neighborhoods, and whether there is impetus for people to seek both jobs and housing within the municipality. Opportunities to live and work in the Township may improve quality of life for the residents by reducing costs, travel time, stress, and environmental impacts.

Similar to other New Jersey municipalities, Evesham Township has felt the impacts of the Great Recession. The office and light industrial areas of the Township are experiencing more vacancies than they have in the past and some new retail space has been constructed and sits vacant and unoccupied. The employment outlook is sure to improve consistent with the national recovery, but it may take some time.



III. Reexamination of the Master Plan

A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report. (N.J.S.A. 40:55D-89a)

The 2006 Master Plan noted that the Township's geographic location had placed it squarely within the path of suburban development, since most of the Township is within 20 to 30 minutes drive from Philadelphia, but also noted that by 2006 the pace of development had slowed as the supply of available developable land had diminished outside the Pinelands area.

The Goals and Objectives from the 2006 Master Plan are listed below. These represent the major areas of concern at the time of the adoption of the last Master Plan.

Goal: To preserve and enhance the quality of life in Evesham Township.

Objective: Ensure that new development is well designed and adhere to recognized principles of good planning and smart growth.

Objective Preserve open space opportunities through public and private actions

Goal: To promote orderly growth within the Township.

Objective: Ensure that Evesham's development policies are in accordance with State plan, Regional Plans and the Master Plans of adjoining municipalities.

Objective: Enforce all environmental regulations of the federal, state, county, and municipal governments.

Goal: Maintain a safe and attractive residential environment.

Objective: Continue to provide a variety of housing opportunities and dwelling types for residents at all income levels.

Objective: Comply with all applicable laws and policies regarding affordable housing.

Objective: Ensure that major new residential development contributes fairly to the provision of needed services including recreation.

Objective: provide an appropriate range of public services to meet the needs of current and future residents.

Objective: balance development with the acquisition of sufficient parkland to meet the perceived shortfall in active recreation facilities.

Goal: Assess the need for future age restricted development in Evesham Township

Objective: Determine if all segments of the senior housing market are adequately served, i.e. active adult communities, congregate and continuing care retirement communities and assisted living and nursing facilities.

Objective: Evaluate if there is a need for senior recreational, social and transportation services beyond those that are currently being provided.

Objective: Evaluate the health service implications of Evesham's aging population in terms of emergency medical services and potential for adult day care services in consultation with existing hospitals and agencies

**Goal: Review the zoning on undeveloped land to determine if it is appropriately zoned.**

Objective: Evaluate the appropriate redevelopment opportunities for the Township's public works complex on Evesboro-Medford Road and the surrounding lands.

Objective: Evaluate the appropriateness of the industrial zoning district on Sharp Road.

Objective: Evaluate the continued need to maintain AH-1A district on Lippincott Road.

Objective: Review existing development regulations to determine what changes are required if any.

**Goal: To provide a circulation system that is safe, efficient, environmentally sensitive, and respectful of the community's character.**

Objective: Work closely with the New Jersey Department of Transportation regarding the reconstruction of Route 70/Route 73 intersection and examine its implications to the Land Use Plan.

Objective: Ensure that new local streets are constructed to Township or Residential Site Improvement Standards as appropriate.

Objective: Encourage alternative methods of circulation including pedestrian and bikeway systems.

**Goal: To enhance and protect the Township's natural and cultural resources.**

Objective: Enforce and expand environmental policies and regulations.

Objective: Review and if necessary update the Township's Open Space Plan.

Objective: Explore new opportunities to protect historic resources.

The 2009 Master Plan Amendment was intended to build upon the broad goals expressed in the 2006 Master Plan to provide the underpinnings for future land use in the area of the Municipal Complex, dubbed the Municipal Center area. An additional goal was added:

**Goal: Promote the development and redevelopment of mixed-use interconnected walkable places that provide for civic and private uses in close proximity to one**

another in a manner that will increase the vitality of each and encourage people to combine vehicle trips.

**B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.  
(N.J.S.A. 40:55D-89b)**

The Township has pursued the goals and objectives set forth in the 2006 Master Plan, as well as the 2009 Master Plan Amendment, and has made significant strides toward meeting the goals and objectives. The 2006 Master Plan provided information about the development patterns that emerged over the course of the 20<sup>th</sup> Century including suburbanization, “leap frog development”, preservation efforts and the edge city phenomenon. The extent of and demand for age restricted housing was also considered. The 2006 Plan also presented an overview of the New Jersey State Plan policies and smart growth principles and acknowledged the elevated importance of redevelopment as undeveloped land diminishes, but did not provide specific recommendations for redevelopment or implementation on a local level.

As the Township has moved in the direction of meeting some of the goals and objectives set forth in the 2006 Master Plan, new issues have arisen or been uncovered. For example, as the Township has worked with the NJ DOT and examined the land use implications of the reconfigured state highways, with the goal of maintaining “a circulation system that is safe, efficient, environmentally sensitive, and respectful of the community’s character”, it has become apparent that the changes command a fresh look at land use planning for the area, so opportunities to enhance community character, maintain property values, and guide well designed redevelopment are not lost.

Some of the actions that have advanced the goals and objectives are listed below (thereby reducing the associated problems and concerns):

- The Township has utilized the design standards in the land development ordinance as well as reference to recognized design principles to ensure attractive and high quality site and building design. However, while the design standards have helped to make commercial development in Evesham relatively attractive compared to other commercial corridors, older development with obsolete structures and underutilized paved parking areas remain, detracting to the overall coordination. The design standards have prevented worst case scenarios, but the land use regulations still indirectly encourage single story retail and office development even in the districts intended for more intensive development.
- The Township has continued with its open space acquisition program, preserving active and passive recreation sites.
- The Township has worked toward the objective of complying with applicable affordable housing laws and policies, by preparing the 2006 Fair Share Plan, and then preparing a completely new Housing Element and Fair Share Plan in 2010.
- Additionally the Township has pursued opportunities to provide a variety of housing opportunities and dwelling types for residents at various income levels by supporting

the development of a 104 unit family affordable development by MEND on Sharp Road, the development of a group home at Barn Road by Family Services, Inc, and the development of 2 inclusionary independent and assisted living facilities. Further the Township has provided funds to assist with housing rehabilitation for low and moderate income households.

- In order to address a perceived shortfall in active recreation facilities the Township has installed a multipurpose year around synthetic turf field and lights.
- The Township has evaluated the need for senior recreational, social and transportation serves and has initiated an effort to develop a senior center at the Municipal Center, though the completion of the project will depend on the availability of funds.
- The Township has reviewed the zoning on undeveloped, and underdeveloped land outside the Pinelands Area as well as the municipal center area in the Pinelands to determine if it is appropriately zoned and consider susceptibility to change and the potential for future land use changes. Much of this assessment took place through the Vision 2020 planning process and recommendations are included in this report.
- Evaluation of the existing development regulations is an ongoing effort, and based on recent changes in market conditions and the Township's Vision, recommended changes will be forthcoming.
- Though the Marlton Circle elimination project was driven largely by the NJ Department of Transportation, the Township played an active role in the design and public participation process. Now that the project is under construction, the time to implement changes to the land use plan is near.
- The Township has been endeavoring to encourage alternative methods of circulation including walking and bicycling, and has prepared an Open Space and Recreation Plan. The Vision 2020 Plan also reflects the desire of residents and business owners to see safe and attractive options for walking and biking.
- The Township adopted a Municipal Center Overlay to encourage an interconnected mixed-use node around the existing municipal building, library and recreation facilities. Zoning changes were also made to reflect current land uses and recommendations of the 2006 Master Plan.

**C. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.  
(N.J.S.A. 40:55D-89c)**

While the Township has not seen a fundamental shift in the assumptions, goals and objectives that formed the basis for the 2006 Master Plan; there have been some circumstantial changes in and around the Township, some changes to statewide policies and regulations that impact the Township, and some new perspectives on how to respond to economic and social conditions.

**Vision 2020 Plan**

During the summer of 2009, Evesham Township initiated a participatory planning effort to examine the land use patterns and circulation network surrounding the Marlton Circle. The New Jersey Department of Transportation's \$63 million reconfiguration of the circle and two miles of Routes 70 and 73 was about to change one of the most heavily travelled and important commercial crossroads in South Jersey. Recognizing this alteration as an historic opportunity to enhance and encourage transformation of underutilized and outdated commercial lands along Routes 70 and 73, and an opportunity to enhance and protect Marlton Village, the Township began the Vision Plan process. Through the community visioning process, the participants envisioned the new Evesham Crossroads, a vibrant center of commercial and community life and an identifiable landmark in the region.

Through the Vision planning process participants identified their preferences utilizing photographs of places in Evesham and in other communities. The Vision Plan proposes to:

- Make Marlton Village a more vibrant destination
- Establish a landmark at Evesham Crossroads
- Retrofit and transform outdated commercial corridors
- Create the Evesham Crossroads trail network
- Enhance the livability of neighborhoods

In order to enable the Vision, the Township's land use regulations must be reconciled with the desired scale, character and uses that comprise the Vision.

Additionally, experience has informed the Township's land use strategy and has brought in to focus aspects of the development regulations in need of refinement. As the Township has encountered new situations and as land use regulations have been tested, the opportunities for improvement have become clearer. Experience with the land use policies and regulation has allowed the Township to assess the effectiveness of current regulations and to determine where revisions may improve the process. One example is parking requirement ratio. In an effort to provide ratios relevant to each particular use, ratios were developed for restaurants, retail, offices, medical offices, industry, etc. Though there must be ample space for parking in order for businesses to be successful and to ensure safe circulation, excessive parking areas are not desired.

**Renewable Energy**

The State Legislature has enacted several pieces of new legislation over the last year that affect renewable energy facilities (solar, wind and biomass). The various laws converge to generally encourage the production of alternative and renewable energy, yet without local efforts to link the state laws to local ordinances, there is some

confusion about what is and is not permitted, and a lack of clarity about municipal land use intentions.

- **P.L. 2009 C 213** (January 16, 2010) relates to the installation of solar, wind and biomass energy generation facilities on preserved farms and commercial (unpreserved) farms and also modifies the Right to Farm Act and farmland assessment.
- **P.L. 2009 C 146** amends municipal land use law N.J.S.A. 40:55D-4 and 7 to include a definition of “Inherently Beneficial Use” and “Wind, solar or photovoltaic energy facility or structure”.
  - **Inherently Beneficial Use** - “a use which is universally considered of value to the community because it fundamentally serves the public good and promotes the general welfare. Such a use includes, but is not limited to, a hospital, school, child care center, group home, or a wind, solar or photovoltaic energy facility or structure.”
  - **Wind, Solar or photovoltaic energy facility or structure** – “a facility or structure for the purpose of supplying electrical energy produced from wind, solar, or photovoltaic technologies, whether such facility or structure is a principal use, a part of the principal use, or an accessory use or structure.”
- **P.L. 2009 C 35** (March 31, 2009) adds a section to municipal land use law N.J.S.A. 40:55D-66.11 which provides that a renewable energy facility is a permitted use within every industrial zone as long as the parcel consists of at least 20 contiguous acres owned by the same entity.
- **P.L. 2009 C 244** (January 16, 2010) creates new sections within municipal land use law N.J.S.A. 40:55D-66.12 to 40:55D-66.15, to provide guidance for wind energy systems, and provides that ordinances adopted by municipalities to regulate the installation and operation of small wind energy systems shall not unreasonably limit such installations or unreasonably hinder the performance of such installations. The law defines the unreasonable hindrances and requires that within 10 months of enactment of adoption of the law (January 2010), the Director of the Division of Codes and Standards in the DCA , in consultation with the DEP will issue a technical bulletin including a model municipal ordinance for the construction of small wind energy systems.
- **NJSA 52:27D-141.1 (March 31, 2009)** provides that developers of 25 or more single family residential dwelling units shall offer the installation of solar energy systems as an option to homeowners.
- **P.L. 2010 C 4** (April 22, 2010) provides that solar panels are not to be included as impervious surface for impervious cover calculations or for storm water management planning, only the foundation may be considered impervious.

**D. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.  
(N.J.S.A. 40:55D-89d)**

A new Master Plan is not needed at this time. Rather, the Township will build upon the existing planning foundations by incorporating the Evesham 2020 Vision Plan as an element of the Master Plan to guide future land use and design, and will adopt the recommendations in this report as an amendment to the Master Plan.

The specific recommendations are listed below and will serve to ensure that the Township's land use regulations support the goals and objectives as the Township strives to implement effective regulations and efficient processes.

**1. Evesham 2020 Vision Plan.**

The Vision Plan, included as Appendix A, is hereby incorporated as an element of the Evesham Township Master Plan. The Vision Plan will be utilized as a guide in considering future changes to zoning requirements, in conveying the Township's design intentions, and in reviewing future development applications. The Vision planning process was lead by Marlton Economic Development Advisory Commission (MEDAC) in cooperation with Township Council and the urban design firm of Looney Ricks Kiss, and was made possible with funding from the NJ Office of Smart Growth. The Vision planning process kicked off in April 2009 and in July 2009 several participatory workshops were attended by over 300 residents and business owners. The workshops aimed to assess community preferences for the future of the Township related to open space, commercial character, walkability, trails, traffic, Marlton Village and the future of the Evesham Crossroads (former Marlton Circle).

The Vision Plan study area is shown on maps within the Vision Plan as well as on **MAP 2** and **MAP 3** at the end of this report. The initial Vision Planning focus area was limited by proximity to the Marlton Circle, but based on conditions "on the ground" and similar land use patterns, the Planning Board and MEDAC have recommended that the Vision Planning area be extended as shown on MAP 2 and MAP 3.

Through the visioning process the community identified places it likes the most, as well as those it likes the least (pages 7 and 8 of Vision Plan). The zoning requirements should be designed to encourage the extension of desirable characteristics throughout the Vision Plan area, and discourage the expansion of elements the community dislikes.

Implementation of the Vision Plan overtime will require coordination and cooperation among many departments and levels of government, commercial property owners, residents, and civic organizations. From a land use perspective, setting the stage for implementation of the Vision Plan will require careful review of and revisions to the land use ordinance requirements to ensure that the Township's zoning requirements are consistent with the Vision and will encourage implementation of the Vision, rather than inadvertently hinder it. Crafting and adopting innovative and forward thinking land use regulations in support of the Vision Plan concepts will take place over time. The Master Plan recommends that some initial changes, outlined below, be made in

the near term to ensure that opportunities for revitalization consistent with the Vision Plan are not lost.

**a. Evesham Crossroads Overlay.**

It is recommended that a new overlay zone be created for the properties shown on MAP 4 and listed in Appendix B to provide standards and guidance for development and redevelopment consistent with the Vision Plan along the Highway Corridor areas. The Marlton Circle elimination project, though painful in the interim, will present an historic opportunity as the land within the vicinity of the intersection is essentially repositioned. In order to encourage and accommodate development and redevelopment in the Crossroads Overlay area, multi-story and mixed use developments will be encouraged, parking lots will not be permitted to be located entirely in the front of buildings, civic plazas will be encouraged with pedestrian oriented streetscape enhancements, buildings on adjacent lots will be encouraged to relate to one another and to share access and parking areas, and the development of signature properties will be encouraged at the intersection of Routes 70 and 73. The properties within the Crossroads Overlay area have frontage on Route 70, Route 73, Old Marlton Pike, and in the case of Virtua Hospital, on Brick Road.

The Crossroads Overlay will be consistent with the C-1 zoning district in some regards, such as encouraging the consolidation of lots to create larger development parcels, encouraging coordinated architecture and site design, and shared access and parking. However the Crossroads Overlay will look beyond requirements that merely minimize detrimental impacts of suburban retail development and instead will present standards to encourage high quality, high value development that is connected to the surrounding areas. The intent is to set the stage for the incremental transformation of the area from a purely automobile oriented corridor with disjointed and in some cases outdated or vacant buildings into a more human scaled, walkable, mixed use area with landmark buildings and civic art to identify the area.

Key principles will include:

- Zoning standards will include elements of a form-based code to provide incentives for more sensible and compact design, development and conservation and to encourage the development of “complete” streets.
- Buildings will be encouraged to go up instead of out with floor area ratios (FAR) related to the number of stories in a building. So for example an FAR of .15 may be permitted for a single story building, but the FAR for a two story building may be .25. For lots two acres or greater, the FAR for a three story building may be .35, and FAR may be up to .5 for buildings ranging from four to six stories. Permitted FAR may be further increased if the site also incorporates a parking structure. In this case a story will be defined to have functional leasable area, and must cover a minimum of 50% of the ground floor.
- Maximum height will be 50 feet, except that buildings and architectural features on the properties at the four corners of the intersection of Routes 70 and 73 may be up to 65 feet.



- Buildings must be sufficiently buffered from existing residential neighborhoods, but should be closer to the right-of-way to frame pedestrian oriented streets and public spaces. Buffers to residential areas will be increased as building height increases.
- Minimum and maximum front yard requirements will be set forth to create a strong presence and streetscape.
- A minimum of 50% of the building frontage may not be separated from the right-of-way by parking. Some parking may be located in front of a portion of a building, but parking is also encouraged at the rear or sides of buildings.
- In order to encourage and support the development of a signature architectural tower or other civic art and plaza, each development should coordinate with the Township to conceptualize the site's role in the overall plan.
- Sidewalks along building frontages and to connect adjacent sites will be required
- The underlying zoning will remain for existing uses, but the Crossroads Overlay would be applied if sites are redeveloped or if buildings are expanded.
- Freestanding signs must be monument style signs, no more than 8 feet in height, with the base and support structure designed to coordinate with the architecture of the principal structure.

**b. Marlton Village and C-3 zoning district.**

The requirements of the C-3 zoning district should be reviewed and revised to support the vision for Marlton Village as a vibrant, mixed use district where businesses thrive, and residents walk, shop and eat. Marlton Village already has many of the elements needed, but the Vision planning process has revealed that there is a desire to further define the pedestrian realm and create a stronger sense of place. Each infill development, redevelopment, and rehabilitation project is an opportunity to set a new standard and shape Marlton Village. Marlton Village should encourage mixed uses with retail or services on the first floor, offices or residences on the second and third floors, outdoor cafes, wider sidewalks, on-street parking (surface parking lots behind buildings), prominent crosswalks, architectural variety, and civic gathering spaces. A parking plan should be prepared to increase opportunities for shared parking, event parking and on street parking.

**c. Old Marlton Pike.**

Old Marlton Pike is currently isolated from Main Street by Route 73, and many of the commercial properties with frontage on both Old Marlton Pike and Route 70 are outdated or partially vacant. The Vision Plan imagines that Old Marlton Pike and Main Street will be reconnected in the future, potentially breathing new life into both. Consolidation of lots along Old Marlton Pike may create promising redevelopment opportunities. It is recommended that properties within this area be retrofitted and transformed into mixed-use places with buildings framing pedestrian oriented streets and public spaces.

## **2. Multiple Uses on One Lot.**

Currently Zoning Code Section 160-29 provides that except as otherwise provided in the ordinance, no lot shall have more than one freestanding principal building or more than one principal permitted or conditional use. The ordinance provides exceptions for shopping centers, townhouse developments, apartment complexes, industrial parks and office parks when the development is part of a comprehensive plan and when the parcel is a minimum of 5 acres

The intent of the ordinance may be maintained, while eliminating the prohibition of more than one non-residential building on lot. The Planning Board finds that there is not anything inherently detrimental about having more than one commercial or office building on one lot as long as they are under common ownership, are planned and designed in a coordinated manner (shared traffic ingress/egress, shared or coordinated signage, shared circulation and parking, coordinated and complementary architecture). The one use on one lot provision may discourage improvement and expansion of otherwise conforming office and commercial developments.

## **3. Fast Food and Drive through Restaurants.**

Fast food and drive-through restaurants are permitted conditional use in the C-1 zone and fast food restaurants without drive-through windows are permitted conditional use in the C-2 zone. The fast food restaurant conditions at section 161-1C(13) require that fast food restaurants be physically connected to existing freestanding structures or are permitted to be freestanding as part of a shopping center. Freestanding fast food restaurants are not permitted and fast food restaurants as part of a shopping center must be on at least 5 acres and part of a structure that is at least 40,000 square feet.

The intent of the requirements is to ensure that fast food restaurants do not become pervasive along the commercial corridors. Too many fast food restaurants on their own individual lots can overwhelm the landscape and contribute to undesirable aesthetic and traffic situations.

- a. In order to advance the goal of filling and utilizing existing tenant spaces and structures, it is recommended that the minimum square footage for a shopping center to permit a fast food restaurant tenant be reduced from 40,000 square feet to 20,000 square feet. "Fast food" restaurants should be held to high standards for architectural and site design, but should have more flexibility to locate at existing commercial sites that suit their market.
- b. It is also recommended that the conditional use standards be revised to distinguish between fast food restaurants and fast food drive-through restaurants. There are a wide variety of modern fast food restaurants that go beyond the traditional hamburger restaurants such as McDonalds, Burger King, etc that do not have drive-through windows and are not generally open late at night, such as pizza shops, Salad Works, Chipolte, etc. By distinguishing between the two they may be treated differently based on their differing characteristics. Fast food restaurants with drive-through would be subject to the current requirements with the change in (a) above. Fast food restaurants without a drive-through would be subject to a different set of requirements to minimize detrimental impacts, but

allow fast food/ fast casual establishments to locate in existing shopping centers even if they do not meet the square footage and acreage requirements.

#### 4. **Parking Requirements for Retail Shopping Centers.**

Currently section 160-32A requires that retail shopping centers provide five parking spaces per 1,000 square feet of gross floor area (GFA), with a minimum of 4.5 spaces per 1,000 square feet to be built initially (the remaining .5 may be "phantom" spaces). The code also requires that parking be provided for the sum of all proposed uses when more than one use is proposed within a development. The Planning Board's traffic expert, H. Richard Orth, PE, has noted that most parking studies of retail shopping centers and many municipal ordinances refer to gross leasable area (GLA) as the criteria for establishing parking requirements rather than GFA. GLA generally excludes heating/ventilation space, hallways, etc and is generally in the range of 85% to 90% of GFA. Studies and reports addressing shopping center parking demand over the past decade by the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI) and other professional organizations have generally found and recommended a peak parking demand ratio of 4.0 to 5.0 spaces per 1,000 sq ft GLA. The current Evesham Township Code requirement for 5.0 spaces per 1,000 sq ft GFA is equivalent to 5.5 spaces per 1,000 sq ft GLA (if we assume that GLA is 90% of GFA).

One of the studies conducted by the ULI recommends a parking ratio of 4.0 spaces per 1,000 square feet GLA for shopping centers with less than 400,000 square feet and up to 4.5 spaces per 1,000 square feet for centers with more than 600,000 square feet GLA. That study, "Parking Requirements for Shopping Centers", also notes that the recommended ratios are appropriate for centers with as much as 20% of floor space devoted to restaurant, entertainment, and/or cinema space.

Given this information **it is recommended that the parking requirements for "Retail Shopping Center" be reduced from 5 spaces per 1,000 square feet GFA to 4.5 spaces per 1,000 square feet GFA.** This ratio is equivalent to 5.0 spaces per 1,000 sq ft GLA (again assuming that GLA is about 90% of GFA).

#### 5. **Parking Requirements for Restaurants.**

In accordance with section 160-32 parking requirements for restaurants are based upon the maximum occupancy of the building established by fire, building, or health codes. One parking space is required for every two persons permitted within the maximum occupancy by code. The provision may have been put into place to account for patrons waiting for tables, standing at a bar, or picking up take out. However, this provision has proven problematic, as it is difficult to obtain reasonable estimates of occupancy while still in the planning stage.

Often restaurants are within shopping centers, where tenants may change over time, so the maximum occupancy varies depending on the internal configuration of the space. Also, applicants to the Planning Board/Zoning Board typically attest that they will rarely be at maximum occupancy allowed by code. Additionally, when a restaurant is part of a planned development or shopping center there is often shared parking among the various tenants, and typically the peak hours of the uses varies. A review of available studies and other municipal codes indicates that parking ratios for restaurants are sometimes based on number of seats, while others are based on

“patron area” or gross leasable area (GLA). Additional background information and research prepared by the Planning Board’s traffic expert, H. Richard Orth, PE, is included as Appendix B of this report.

**It is recommended that the required parking ratios for restaurants be revised to require 15 spaces per 1,000 square feet of GFA for restaurants without a bar or lounge, and to require 20 spaces per 1,000 square feet of GFA for restaurants with a bar or lounge.**

**6. Parking for Restaurants within Retail Shopping Centers.**

Parking for restaurants at shopping centers has been another area of concern. Though peak parking demand for restaurants is considerably higher than for retail on the basis of square feet of floor space (as much as four to five times greater), when a restaurant is part of a planned commercial development or shopping center, there is typically a fair amount of interaction between the uses within the same retail center, resulting in shared use of some parking spaces. In fact, as noted in the discussion of “Retail Shopping Center” parking demand, a study by the ULI indicates that as much as 20% of floor space within a shopping center can be occupied by restaurant use without affecting the peak parking demand ratio of 4.0 to 4.5 spaces per 1,000 sq ft GLA. **It is therefore recommended that section 160-32A(4) be revised to provide that up to 25% of the gross floor area of a retail center (using the new 4.5 spaces per 1,000 square feet GLA) may be restaurant uses.** If more than 25% of the retail center is proposed for restaurant uses, then additional parking would be required in accordance with the restaurant parking ratios.

**7. Front yard parking in the C-1 district.**

Many variances are requested by applicants seeking to develop or redevelop in the C-1 zoning district to permit a deviation from the requirements of section 160-68F(3) which requires that parking areas be setback a minimum of 100 feet from the right-of-way. Many variances have been granted based on existing development patterns, and site conditions. Based on a review of recent development approvals, as well as the setbacks required to provide an attractive front yard landscape, it is recommended that the C-1 parking setback be revised to 50 feet from the front yard.

**8. Green Buildings.**

It is recommended that developers and builders incorporate green building technologies and techniques into development and redevelopment projects in Evesham Township. Developers and builders may refer to the Leadership in Energy and Environmental Design (LEED) system developed by the United States Green Building Council for guidance in choosing sustainable design elements and building materials. The Planning Board does not recommend that specific compliance with LEED or other green rating systems be required at this time, as there are more ways than one to meet “green” objectives and green building requirements may make construction more expensive in the short term. Given current economic conditions the Township does not propose to make the requirements mandatory. However, it is the Township’s intent to encourage energy efficiency and green building technologies, and to provide reasonable flexibility to enable redevelopment and construction that makes efficient use of energy, water, space, and solar gain and to that improves both indoor and outdoor air quality.

**9. Renewable Energy.** Currently the zoning code does not speak to solar or wind energy technologies. The adoption of the standards will reduce uncertainty about the permitting and local approval process and will ensure that clean renewable energy resources may be used effectively by residents and business owners in the Township. The provision of renewable energy promotes the public health, safety and general welfare by contributing to a reduction in air pollution, creating green jobs, reducing energy costs over time and improving the environment. The local provision of energy also supports security and safety. The adoption of standards for renewable energy systems will ensure that small wind energy systems and solar electric systems may be permitted in the Township with appropriate regulations and design standards. In light of recent legislation outlined in section C above, it is recommended that solar and wind technologies be made permitted accessory uses in the residential and commercial zoning districts consistent with requirements to be set forth in Article II, Supplementary regulations. Further, it is recommended that solar facilities be made a conditional permitted use in the IP Industrial Park District in accordance with standards for minimum lot size, buffering, maintenance, etc.

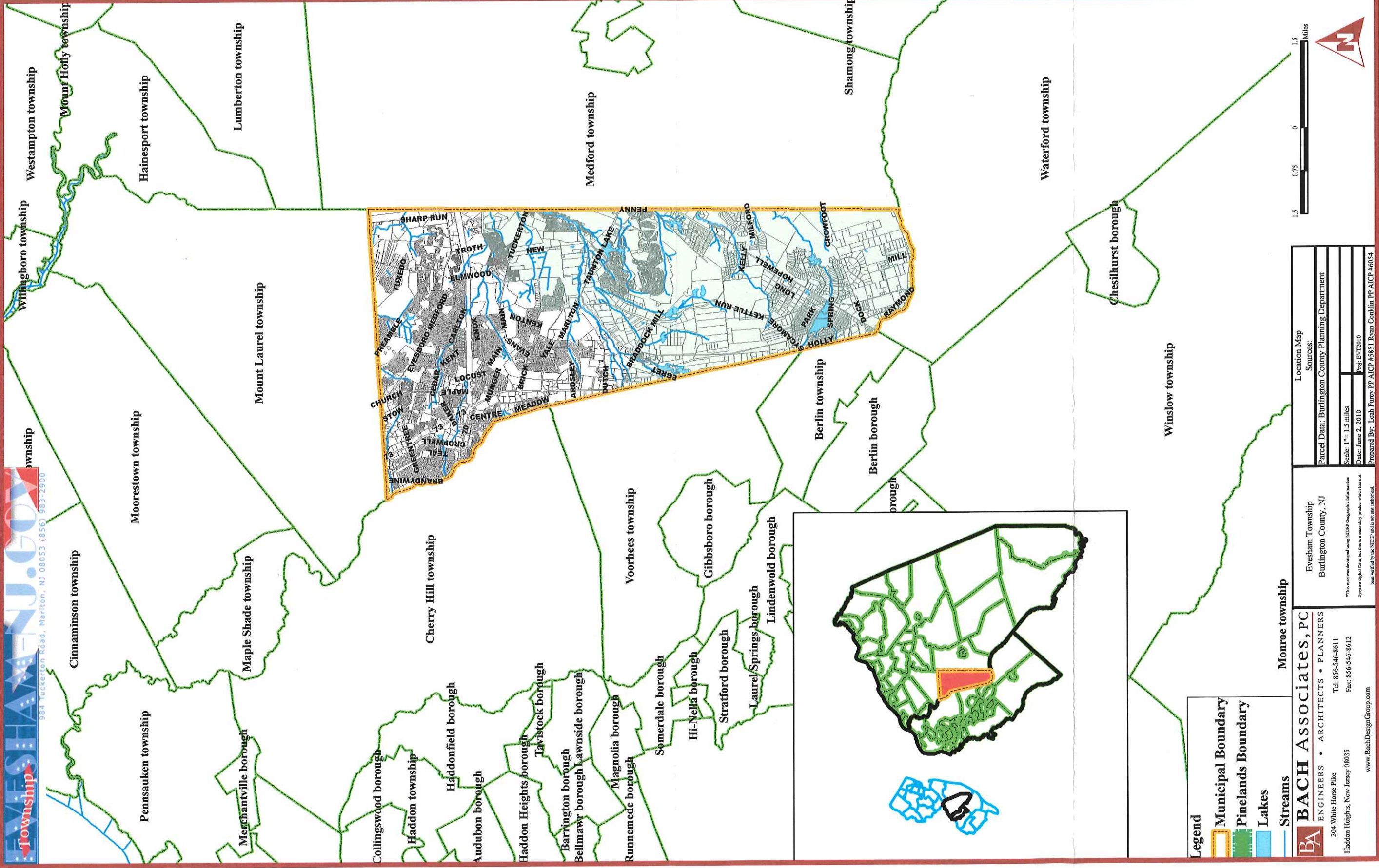
**10. Façade Signs.** Currently businesses in the C-1 and C-2 zones are permitted one façade sign per business. In the C-1 zone the maximum size is 15% of the façade area or 80 square feet, whichever is less. For the C-2 zone the maximum size is 20 square feet. Applications are often filed to permit an additional façade sign for buildings with 2 street frontages, or at a corner, or that have visibility from multiple facades within a site. Recent examples of variance applications for façade signs are the Bank of America at ShopRite/Kohl's shopping center, Trader Joe's, Anthropologie, and Pancharo's. It is recommended that the façade sign requirements be revised to permit two façade signs for buildings with street frontages or for end units in a shopping center, where the secondary façade does not face toward a residential zone. It is recommended that in the C-2 zone each sign may be up to 20 square feet, and in the C-1 zone the 15% standard still apply, but the total of the two façade signs may not exceed 80 square feet.

- E. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal Master Plan, and recommend changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.  
(N.J.S.A. 40:55D-89d)**

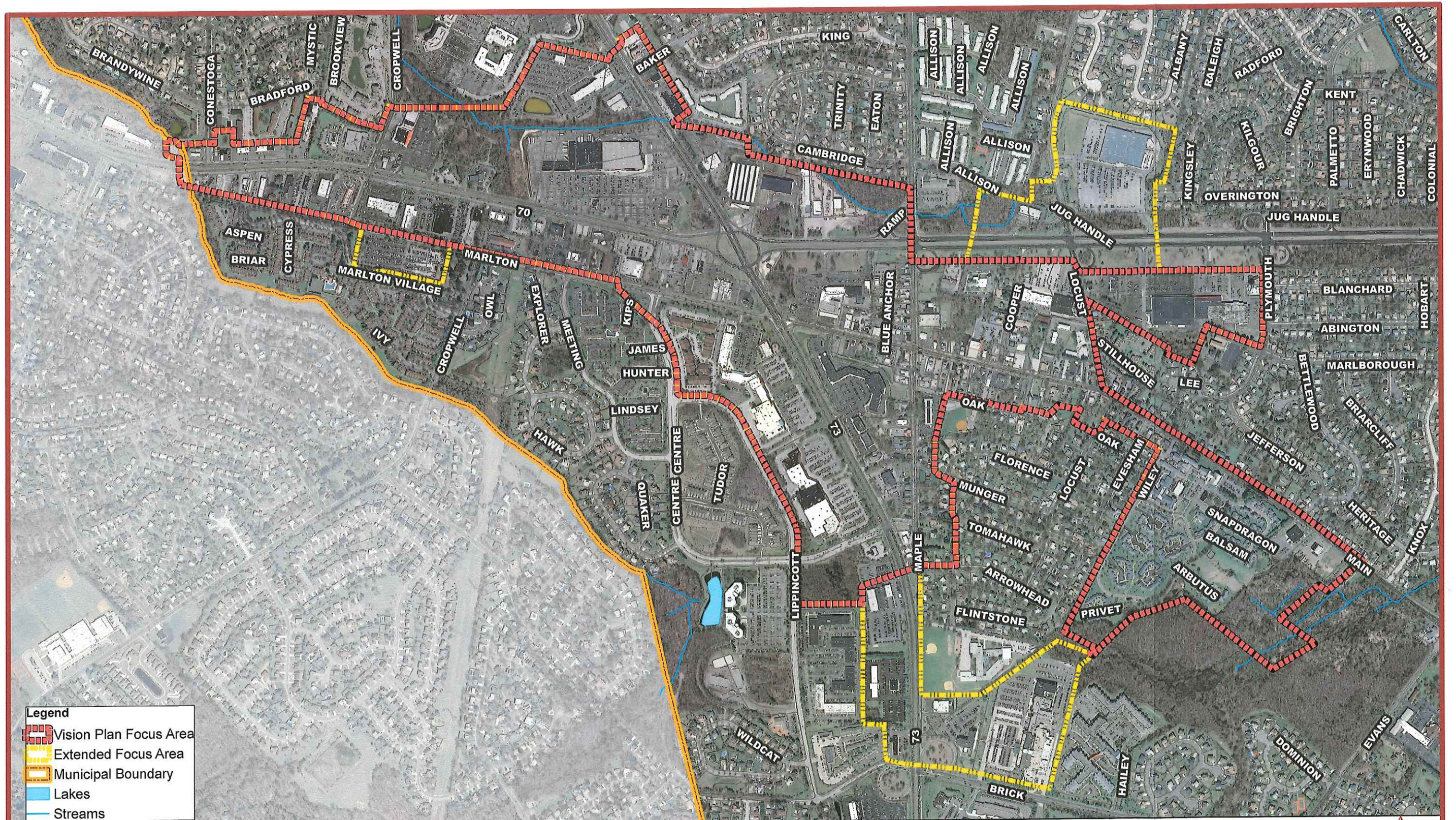
At this time there are no specific areas recommended for "redevelopment area" designation. However, it is the Township's intent to utilize all available planning tools to work toward implementation of the Township's Vision, to advance its goals and objectives, to improve the quality of life for current and future residents, and to maintain and enhance opportunities for smart growth economic development. As the Township continues to assess conditions in the Township, particularly within the "Evesham Cross Roads" area, specific properties or areas may emerge as candidates for redevelopment. Where redevelopment or rehabilitation designation has the potential to advance the Township's vision, create community value and have ripple effects throughout the Township, then those areas may be recommended for study in accordance with Local Redevelopment and Housing Law.



# Evesham Location Map







**Legend**

- Vision Plan Focus Area
- Extended Focus Area
- Municipal Boundary
- Lakes
- Streams

**BACH Associates, PC**  
ENGINEERS • ARCHITECTS • PLANNERS  
304 White Horse Pike  
Haddon Heights, New Jersey 08035  
Tel: 856-546-8611  
Fax: 856-546-8612  
www.BachDesignGroup.com

Evesham Township  
Burlington County, NJ

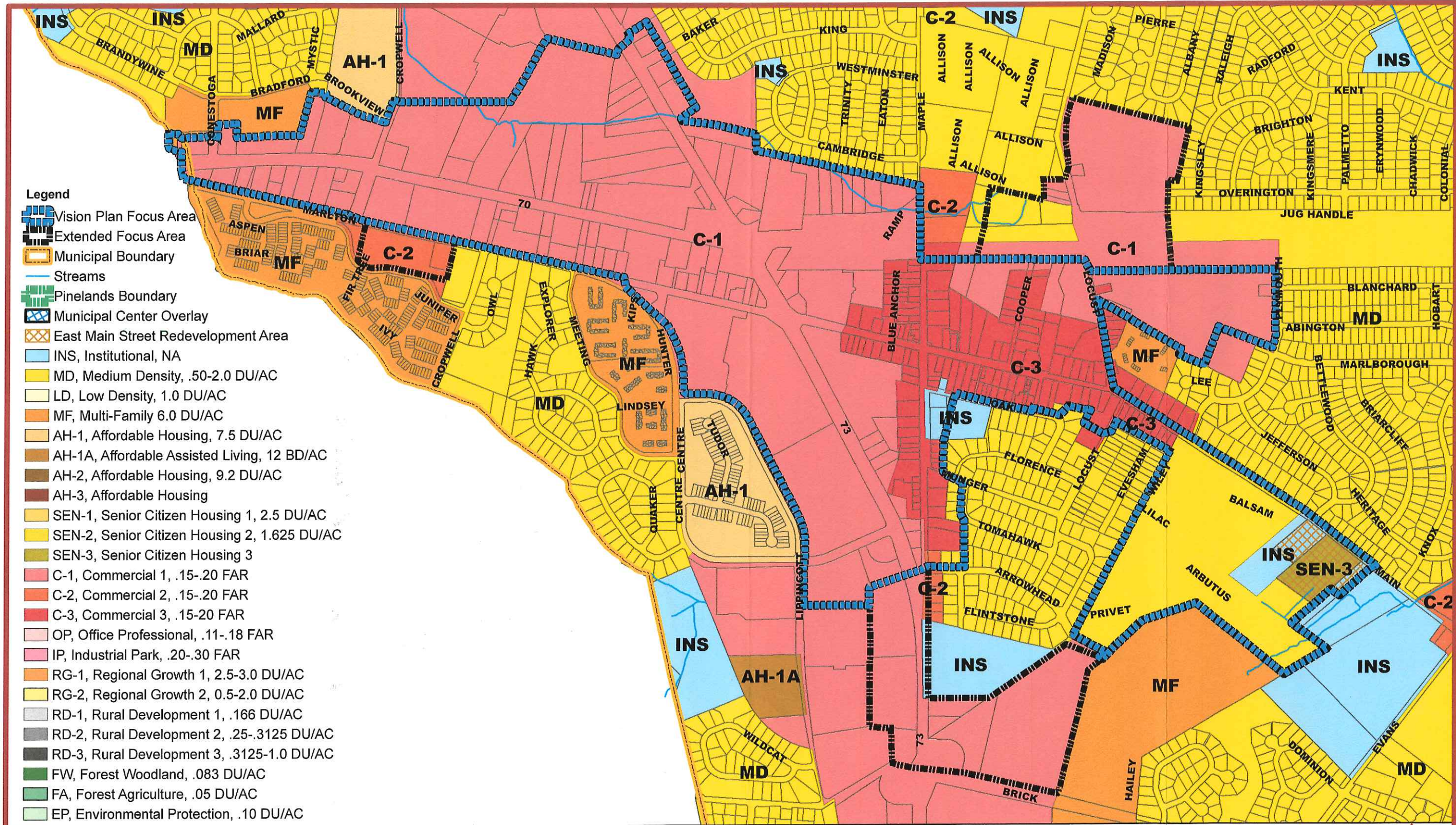
\*This map was developed using NIDEP Geographic Information System digital Data, but this is a secondary product which has not been verified by the NIDEP and is not stat authorized

|  |               |
|--|---------------|
| Aerial Map Sources:  |               |
| Parcel Data: Burlington County Planning Department               |               |
| 2007 NJ Digital Orthoimagery                                     |               |
| Scale: 1"= 800'  |               |
| Date: May 26, 2010   | Proj: EVI2010 |
| Prepared By: Leah Furey PP AICP #5851 Ryan Conklin PP AICP #6054 |               |

**EVESHAM TOWNSHIP  
AERIAL MAP  
Vision Planning Focus Area**

800 400 0 800 Feet





- Legend**
- Vision Plan Focus Area
  - Extended Focus Area
  - Municipal Boundary
  - Streams
  - Pinelands Boundary
  - Municipal Center Overlay
  - East Main Street Redevelopment Area
  - INS, Institutional, NA
  - MD, Medium Density, .50-2.0 DU/AC
  - LD, Low Density, 1.0 DU/AC
  - MF, Multi-Family 6.0 DU/AC
  - AH-1, Affordable Housing, 7.5 DU/AC
  - AH-1A, Affordable Assisted Living, 12 BD/AC
  - AH-2, Affordable Housing, 9.2 DU/AC
  - AH-3, Affordable Housing
  - SEN-1, Senior Citizen Housing 1, 2.5 DU/AC
  - SEN-2, Senior Citizen Housing 2, 1.625 DU/AC
  - SEN-3, Senior Citizen Housing 3
  - C-1, Commercial 1, .15-.20 FAR
  - C-2, Commercial 2, .15-.20 FAR
  - C-3, Commercial 3, .15-.20 FAR
  - OP, Office Professional, .11-.18 FAR
  - IP, Industrial Park, .20-.30 FAR
  - RG-1, Regional Growth 1, 2.5-3.0 DU/AC
  - RG-2, Regional Growth 2, 0.5-2.0 DU/AC
  - RD-1, Rural Development 1, .166 DU/AC
  - RD-2, Rural Development 2, .25-.3125 DU/AC
  - RD-3, Rural Development 3, .3125-1.0 DU/AC
  - FW, Forest Woodland, .083 DU/AC
  - FA, Forest Agriculture, .05 DU/AC
  - EP, Environmental Protection, .10 DU/AC

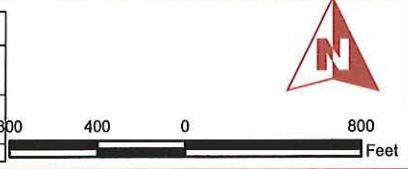
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Evesham Township  
Burlington County, NJ  
\*This map was developed using NIDEP Geographic Information System digital data, but this is a secondary product which has not been verified by the NIDEP and is not stat authorized.

| Existing Zoning Map Sources:                                     |               |
|--|---------------|
| Parcel Data: Burlington County Planning Department               |               |
| Zoning Data: 2004 Zoning Map prepared by Alaimo Associates       |               |
| Scale: 1"= 800'  |               |
| Date: May 26, 2010   | Proj: EVT2010 |
| Prepared By: Leah Furey PP AICP #5851 Ryan Conklin PP AICP #6054 |               |

**EVESHAM TOWNSHIP  
EXISTING ZONING MAP  
Vision Planning Focus Area**

| Ordinance Number | Date of Adoption | Description                                      |
|------------------|------------------|--|
| 12-9-2009        | 9/15/2009        | Zoning revisions from 2006 and 2009 Master Plans |
| 15-12-2009       | 12/15/2009       | Addition of Municipal Center Overlay District    |





APPENDIX A

Evesham 2020 Vision Plan

Appendix B

Properties within the proposed Crossroads Overlay

| Evesham Township                              |       |         |       |       |      |       |       |      |
|---|-------|---------|-------|-------|------|-------|-------|------|
| Properties within proposed Crossroads Overlay |       |         |       |       |      |       |       |      |
| BLOCK   | LOT   | ZONE    | BLOCK | LOT   | ZONE | BLOCK | LOT   | ZONE |
| 3   | 2.01  | C-1     | 5     | 5.01  | C-1  | 22.01 | 29    | C-1  |
| 3   | 2.02  | C-1     | 5     | 5.02  | C-1  | 22.01 | 30    | C-1  |
| 3   | 3     | C-1     | 5     | 5.03  | C-1  | 22.01 | 31    | C-1  |
| 3.1   | 3     | C-1     | 5     | 5.04  | C-1  | 22.01 | 32    | C-1  |
| 3.1   | 4     | C-1     | 12    | 8.02  | C-1  | 22.01 | 33    | C-1  |
| 3.28  | 2     | C-1     | 12    | 9     | C-1  | 22.01 | 34    | C-1  |
| 3.28  | 3     | C-1     | 12    | 9.02  | C-1  | 22.01 | 35    | C-1  |
| 4   | 1     | C-1     | 12    | 10    | C-1  | 22.01 | 36    | C-1  |
| 4   | 2.01  | C-1     | 12    | 11    | C-1  | 22.01 | 37    | C-1  |
| 4   | 2.02  | C-1     | 12    | 11.01 | C-1  | 22.01 | 38    | C-1  |
| 4   | 3     | C-1     | 13.6  | 1     | C-1  | 22.01 | 39    | C-1  |
| 4   | 3.01  | C-1     | 13.6  | 2     | C-1  | 23    | 2.01  | C-2  |
| 4   | 3.02  | C-1     | 20    | 1     | C-1  | 23    | 2.02  | C-2  |
| 4   | 3.03  | C-1     | 20    | 3     | C-1  | 24.21 | 1     | C-1  |
| 4   | 3.04  | C-1     | 21    | 1     | C-1  | 24.21 | 2     | C-1  |
| 4   | 3.05  | C-1     | 21    | 2     | C-1  | 24.21 | 3     | C-1  |
| 4   | 4     | C-1     | 21    | 3     | C-1  | 24.23 | 1     | C-1  |
| 4   | 4.01  | C-1     | 21    | 4     | C-1  | 24.23 | 5     | C-1  |
| 4   | 4.02  | C-1     | 21    | 5     | C-1  | 24.23 | 6     | C-1  |
| 4   | 4.03  | C-1     | 21    | 6     | C-1  | 24.23 | 7     | C-1  |
| 4   | 4.04  | C-1     | 21    | 7     | C-1  | 24.23 | 8     | C-1  |
| 4.01  | 12    | C-1     | 21    | 9     | C-1  | 25    | 1     | C-1  |
| 4.01  | 19.01 | C-1     | 21    | 10    | C-1  | 25    | 1.01  | C-1  |
| 4.01  | 19.03 | C-1     | 21    | 12    | C-1  | 25    | 1.02  | C-1  |
| 4.01  | 19.06 | C-1     | 21    | 13    | C-1  | 25    | 2     | C-1  |
| 4.01  | 27.02 | C-3/C-1 | 22.01 | 1     | C-1  | 25    | 2.03  | C-1  |
| 4.01  | 35.02 | C-3/C-1 | 22.01 | 2     | C-1  | 25.01 | 1     | C-1  |
| 4.01  | 36    | C-1     | 22.01 | 3     | C-1  | 25.01 | 2     | C-1  |
| 4.01  | 37    | C-1     | 22.01 | 4     | C-1  | 25.01 | 4     | C-1  |
| 4.01  | 37.01 | C-1     | 22.01 | 5     | C-1  | 25.01 | 5     | C-1  |
| 4.05  | 1     | C-3     | 22.01 | 6     | C-1  | 25.01 | 6     | C-1  |
| 4.05  | 1.01  | C-3     | 22.01 | 7     | C-1  | 25.01 | 7     | C-1  |
| 4.05  | 1.02  | C-3     | 22.01 | 8     | C-1  | 25.01 | 8     | C-1  |
| 4.05  | 1.03  | C-3     | 22.01 | 9     | C-1  | 25.01 | 9     | C-1  |
| 4.05  | 1.04  | C-1     | 22.01 | 10    | C-1  | 25.01 | 10    | C-1  |
| 4.05  | 2     | C-3     | 22.01 | 11    | C-1  | 25.01 | 11    | C-1  |
| 4.05  | 19    | C-1     | 22.01 | 12    | C-1  | 25.01 | 12.01 | C-1  |
| 4.09  | 20    | C-1     | 22.01 | 13    | C-1  | 25.01 | 14    | C-1  |
| 4.09  | 21    | C-3/C-1 | 22.01 | 14    | C-1  | 25.01 | 15    | C-1  |
| 4.09  | 22    | C-3/C-1 | 22.01 | 15    | C-1  | 25.01 | 16    | C-1  |
| 4.18  | 4     | C-1     | 22.01 | 16    | C-1  | 25.01 | 17    | C-1  |
| p/o 5   | 2.03  | C-1     | 22.01 | 17    | C-1  | 25.01 | 18    | C-1  |
| 5   | 2.06  | C-1     | 22.01 | 19    | C-1  | 25.01 | 19    | C-1  |
| 5   | 2.07  | C-1     | 22.01 | 20    | C-1  | 26    | 4.01  | C-1  |
| 5   | 3.01  | C-1     | 22.01 | 21    | C-1  | 26    | 4.02  | C-1  |
| 5   | 3.02  | C-1     | 22.01 | 22    | C-1  | 26    | 5.01  | C-1  |
| 5   | 4     | C-1     | 22.01 | 26    | C-1  | 26    | 5.03  | C-1  |
| 5   | 4.01  | C-1     | 22.01 | 27    | C-1  | 27.02 | 1     | C-3  |
| 5   | 5     | C-1     | 22.01 | 28    | C-1  | 27.02 | 2     | C-1  |
|   |       |         |       |       |      | 27.02 | 5     | C-1  |

# Appendix C

Notes Regarding Parking Requirements prepared by  
H. Richard Orth, PE, dated May 17, 2010

### **Retail Shopping Center**

Code now requires five parking spaces per 1,000 sq ft Gross Floor Area (GFA) with a minimum of 4.5 spaces per 1,000 sq ft to be built initially. Code also requires that the minimum parking requirements shall be the sum of all of the proposed uses within the center where more than one specified use is proposed within a development.

Most studies of peak parking demand at retail shopping centers and many municipal ordinances refer to Gross Leasable Area (GLA) as the criteria for establishing parking requirements. GLA generally excludes heating/ventilation space, hallways, etc. and is generally about 85-90% of GFA.

Studies and reports addressing shopping center parking demand over the past decade by the Institute of Transportation Engineers (ITE), the Urban Land Institute (ULI) and other professional organizations have generally found/recommended a peak parking demand ratio of 4.0 to 5.0 spaces per 1,000 sq ft GLA. The current Evesham Code requirement for 5.0 spaces per 1,000 sq ft GFA is equivalent to 5.5 spaces per 1,000 sq ft GLA (if GLA is 90% of GFA).

One of the studies conducted by the ULI recommends a parking ratio of 4.0 spaces per 1,000 sq ft GLA for shopping centers with less than 400,000 sq ft and up to 4.5 spaces per 1,000 sq ft for centers with more than 600,000 sq ft GLA. That study, Parking Requirements for Shopping Centers, also notes that the recommended ratios are appropriate for centers with as much as 20% of floor space devoted to restaurant, entertainment, and/or cinema space.

Given an estimated and approximate difference of about 10% between GFA and GLA, I suggest the Board may want to consider a reduction in parking requirements for "Retail Shopping Center" from 5.0 spaces per 1,000 sq ft of GFA to 4.5 spaces per 1,000 sq ft GFA (with no reference to a lesser initial requirement). This ratio is equivalent to 5.0 spaces per 1,000 sq ft GLA (again assuming GLA is about 90% of GFA).

### **Restaurants**

Code now requires one parking space per two persons allowed within the maximum occupancy level established by fire, building or health code. Previous parking requirements for restaurants were, I believe, based on seats and employees. The Planning Board at the time was concerned that the published requirements did not account for restaurant patrons waiting for a table, standees at a bar, or restaurants that primarily provided "take-out" service. The current standard was developed in an attempt to address these examples.

However, application of this Code provision had proven "problematic" as noted in Leah's memo dated May 3<sup>rd</sup>. It has proven difficult to obtain reasonable estimates of occupancy while still in the planning stage. An alternate which has

been applied in some previous applications is one space per 30 sq ft "patron area". However, determination of "patron area" is also difficult in many cases.

Review of available studies and a number of other municipal codes indicates that parking ratios are sometimes based on seats (generally one space per two to four seats) with an additional provision, in some cases, for one space per employee on the maximum shift. Other local codes include a parking requirement based upon "patron area" while many base the parking requirement on GFA – generally within the range of 10 to 20 spaces per 1,000 sq ft GFA.

The 3<sup>rd</sup> Edition of Parking Generation published by the ITE in 2004 notes the following based on actual counts at free-standing restaurants around the country:

- High-Turnover (sit down)/Family Restaurants (no bar/lounge)
  - Average Weekday 10.1 spaces/1,000 sq ft
  - Average Saturday 13.5 spaces/1,000 sq ft
- Quality Restaurant
  - Average Weekday 15.4 spaces/1,000 sq ft
  - Average Saturday 17.2 spaces/1,000 sq ft

Many of the "Quality Restaurants" studied had bars and/or lounges. Counts at "High Turnover Restaurants" with bar/lounge indicated a higher average peak parking demand for those restaurants with bar/lounge (i.e., 13.3 spaces per 1,000 sq ft on a Weekday and 16.3 spaces per 1,000 sq ft on a Saturday).

In view of the data, I suggest that the Planning Board might consider using gross square feet of restaurant floor space (GFA) as the criteria for establishing parking requirements as follows:

- Restaurant without bar/lounge
  - 15 spaces per 1,000 sq ft of GFA
- Restaurant with bar/lounge
  - 20 spaces per 1,000 sq ft GFA

### **Restaurant within Retail Shopping Center**

As noted in the preceding section of this memo, research suggests that peak parking demand generated by restaurants on the basis of square feet of floor space is considerably higher than parking demand ratios generated by retail uses – in fact, perhaps four to five times greater. On the other hand, there is typically a fair amount of interaction between restaurant and retail uses within the same retail center which results in shared use of some parking spaces. In fact, as noted in the discussion of "Retail Shopping Center" parking demand, a study by the ULI indicates that as much as 20% of floor space within a shopping center can be occupied by restaurant use without affecting the peak parking demand ratio of 4.0 to 4.5 spaces per 1,000 sq ft GLA.

If the Board were to reduce the Ordinance parking requirement for "Retail Shopping Center" to 4.5 spaces per 1,000 sq ft GFA as discussed earlier (equivalent to 5.0 spaces for 1,000 sq ft GLA), it would be reasonable, in my opinion, to allow as much as 25% of GFA within a shopping center to involve restaurant use. If the Board should decide to retain the present parking demand ratio of 5.0 spaces per 1,000 sq ft GFA, I suggest that as much as 30% of the GFA of the shopping center could be used for restaurant.

### **Offices and Doctor's/Dentist's Offices**

Code now requires 4.0 parking spaces per 1,000 sq ft GFA for "Offices" and 6.0 spaces per 1,000 sq ft GFA for "Doctor's/Dentist's Offices".

My review indicates both code requirements are within the range of parking demand ratios as determined by studies of actual usage (by various professional organizations over the past decade) and also within the range of parking space standards as included in local codes of a number of municipalities within the region.

While Evesham Code requirements are within established ranges they are also somewhat on the "high side" of those ranges. The Planning Board may want to consider possible reduction in both parking requirements as follows:

- Office
  - 3.5 parking spaces per 1,000 sq ft GFA
- Doctor's/Dentist's Office
  - 5.0 parking spaces per 1,000 sq ft GFA