

2020

# Master Plan Amendment

Township of White

Warren County, New Jersey



# Master Plan Amendment

## Township of White

Warren County, New Jersey

Prepared on **October 30, 2020**

Adopted by the White Township Planning Board on **December 29, 2020**

Prepared by:



A handwritten signature in black ink, appearing to read 'Paul M. Sterbenz'.

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# **Township of White**

## **2020**

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**Township of White**

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**I. INTRODUCTION**

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White Township contains approximately 27.8 square miles (or 17,793 acres), situated in the mid-western part of Warren County, New Jersey along the east banks of the Delaware River. White Township shares municipal borders with Belvidere Town, Knowlton Township, Hope Township, Liberty Township, Oxford Township, Washington Township, and Harmony Township, all of which are within Warren County. White Township is traversed by US Route 46 and County Route 519, both of which provide access to I-80. In addition to the Delaware River, another major stream course is the Pequest River which flows east to west through White Township eventually entering the Delaware River in Belvidere.

White Township is a predominantly rural and sparsely developed community. White Township has an estimated population of 4,775 residents and estimated 117 jobs. Along with Belvidere, White Township serves as the seat of Warren County Government. Belvidere is home to the County Courthouse, while White Township hosts the County Administration Building and County Library Headquarters.

The Township has a mix of fertile agricultural valleys and steep wooded hillsides, which create a very scenic and pleasing landscape. Historically, the most important economic activity for the Township has been agriculture. Approximately 44 percent of the Township is located within the New Jersey Highlands Act Preservation Area with the remainder of the Township located in the Highlands Act Planning Area.

According to the 2001 State Development and Redevelopment Plan (SDRP) Policy Map, 8,662 acres of White Township are situated in the PA4 Rural Planning Area, 330 acres in the PA4B Rural/Environmentally Sensitive Planning Area, and 10 acres are situated in PA5 Environmentally Sensitive Planning Area. The SDRP also designates 698 acres of White Township as Parks and Natural Areas.

The White Township Future Wastewater Service Area (“FWSA”) Map was adopted by the NJDEP as an amendment to the Warren County Pequest Municipal Utilities Authority (“MUA”) Wastewater Management Plan on May 7, 2013. The FWSA Map allows for extended sewer service to existing developed areas along US Route 46 and County Route 519. The vast majority of properties in White Township, including many properties within the sewer service area, are served by on-site septic systems.

A significant portion of White Township is environmentally sensitive and constrained from development. About 64 percent (or 9,220 acres) of the Township are environmentally constrained, including 5,775 acres of wetlands and associated buffers; 1,292 acres within the FEMA Special Flood Hazard Area; 3,019 acres encumbered with the Highlands Open Waters Protection Area; and 4,872 acres of steep slopes. These figures include overlapping areas of constraints.

In addition, according to the NJDEP Landscape Rank Map, 57.3 percent of White Township (10,131 acres) is identified as critical wildlife habitat for threatened and endangered species in Ranks 3, 4 and 5. There are also 283 acres of confirmed vernal habitat per NJDEP mapping. White Township has a total of 1,098 acres within the Belvidere Riverside, Dildine Island, Foul Rift, High Rock Mountain, Manunka Chunk Bluffs, Mountain Lake Bog and Pequest Natural Heritage Priority Sites. Areas with topography / underlying carbonate rock geology, which can lead to sinkholes and

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fractured bedrock, totals 7,112 acres in White Township. White Township has 2,673 acres of preserved open space owned by White Township, Warren County, the State of New Jersey, or the Natural Lands Trust.

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## **II. MASTER PLAN**

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The New Jersey Municipal Land Use Law (“MLUL”) (N.J.S.A 40:55D-28) empowers municipal Planning Boards to prepare and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare.

The White Township Master Plan was first adopted in 1972 and was subsequently revised in 1978. Comprehensive master plan updates were adopted in 1982 and again in 2004. A Master Plan Amendment was adopted in 1999 to recommend the creation of the LDI Low Density Industrial Zone from a portion of the R-1 Zone. The 2004 Master Plan was reexamined in 2014.

In planning for the future of White Township, the Planning Board continually reviews the master plan goals, objectives and policies to ensure that future development is consistent with the future vision for the Township. This Master Plan Amendment seeks to recommend changes in zoning to address a number of current land use inconsistencies throughout the Township.

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## **III. MASTER PLAN GOALS AND OBJECTIVES**

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One of the two master plan elements required by the MLUL is a statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based. The 2004 Master Plan provides a number of goals and objectives, which were reviewed and reaffirmed by the 2014 Master Plan Reexamination Report. This Master Plan Amendment again reaffirms these goals and objectives and bases land use and zoning change recommendations on consistency with these goals and objectives.

The master plan goals and objectives are as follows:

**Goal 1:**

Preserve and enhance the rural character of White Township.

***Objectives:***

1. Identify and protect environmentally sensitive areas from the impact of existing and proposed development.
2. Preserve actively farmed land as well as significant areas of class one and two soils.
3. Require development design to respect the natural features of a given tract of land and result in the retention of large blocks of land as open space.
4. Identify the visual aspects of the Township which should be preserved. Scenic features such as ridgelines, lakes, stream corridors should be maintained in their original, pristine state.
5. Base the land use plan, particularly, types and densities, on environmental factors such as potential ground water supply, septic suitability of soils, steep slopes, floodplains and prime agricultural soils.

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**Township of White**

6. Protect the sole source aquifer upon which the majority of White Township depends.
7. Promote the conservation of energy and the use of renewable energy sources whenever possible as the Township develops.
8. Minimize storm water impact on the Township's high-quality surface waters.
9. Recognize unique challenges to development presented by limestone features, such as sinkholes and caves.

**Goal 2:**

Provide for commercial and industrial development, where appropriate, in accordance with the highest standards of site design to ensure that such development will have a positive impact on the community and the environment while also providing necessary services, jobs and ratables.

***Objectives***

1. Encourage "campus type" development in industrial zones.
2. Reinforce business zoning where it is highly visible, i.e. Warren County Route 519 and US Route 46.
3. Review uses currently permitted in the business zones to ensure their compatibility with neighborhood and resource protection.
4. Encourage light manufacturing/assembly, bed and breakfast, antique, and restaurant uses.
5. Evaluate commercial recreation, i.e., golf courses, as a land use.
6. Provide for home occupations which are not disruptive of residential expectations.
7. Encourage the continuation and economic viability of agricultural operations.
8. Expand permitted activities operated on active farm sites.
9. Provide special exceptions to sign regulations for sales of farm produce and products.

**Goal 3:**

Preserve and enhance the quality of life enjoyed by White Township residents and visitors.

***Objectives***

1. The following issues are integral to the quality of life in White Township:
  - a. The rural agricultural character of the area
  - b. Open space
  - c. Active agriculture, particularly field operations
  - d. The current general alignment and character of Township roads
  - e. Historic sites and buildings
  - f. Ridgetops and ridgelines
2. Encourage farmland preservation.
3. Promote current statewide objectives for agricultural land retention and open space preservation.

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**Township of White****Goal 4:**

Provide a sense of community within the Township.

***Objectives***

1. Encourage the concept of a community identity for White Township.
2. Investigate those elements of community activities which foster a sense of identity within White, i.e. history, town-wide activities, and government.
3. Suggest types of activities where the Township can foster community identification and cohesion such as architectural and site design standards, and streetscape and signage measures in commercial areas, and improved pedestrian circulation.

**Goal 5:**

Provide a safe, efficient circulation system consistent with the character of the Township.

***Objectives***

1. Encourage "through" circulation patterns, avoiding cul-de-sac development wherever possible.
2. Provide design guidelines which avoid "wide, flat and straight" residential streets.
3. Coordinate road improvement programs with County and State offices, particularly where joint jurisdiction of intersections is at issue.
4. Where roadways are widened, or sight easements are cleared, require relocation of tree rows and stone rows to preserve the character of the original roadway.
5. Develop an information base of existing local, County and State roads in White Township, using maps, traffic volumes, cartway and right-of way width, road conditions, traffic accident information and hazardous locations.
6. Identify anticipated road improvements by jurisdiction.
7. Evaluate current public transportation systems as to how they serve White Township and project needs for the six-year period.
8. Identify road and traffic improvements and new roads needed to alleviate existing traffic bottlenecks and hazardous conditions, taking into consideration anticipated traffic conditions for the six-year period.
9. Prepare a road and traffic improvement section in the Township Capital Improvements Program.

**Goal 6:**

Provide a wide range of housing opportunities for current and prospective residents of the Township.

***Objectives***

1. Encourage provision of housing opportunities for all residents and persons employed within White Township.
2. Provide realistic opportunities, pursuant to the NJ Fair Housing Act, to address indigenous low and moderate-income housing needs within White Township.
3. Encourage provision of ECHO housing.



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**Township of White****Goal 7:**

Promote the efficient provision of public services.

***Objectives***

1. Support expansion, at the appropriate governmental level, of safety and health related activities such as fire, emergency squad, police protection and public health in order to meet and improve service to the community.
2. Ensure that emergency services are supported and are adequate to meet current and future demands.
3. Ensure that public services and capital improvements keep pace with growth in the municipality. To the extent legally permissible, require developers to contribute on a pro-rata basis to the costs of capital improvements.
4. Ensure that the project improvements required of developers are consistent with the long-range goals for the development of the Township.
5. Identify and protect lands which may be needed to locate or expand public facilities, or to protect for future expansion of open space and recreation lands.
6. Prepare an Official Map identifying the existing and proposed locations of public facilities including, roads, rights-of-way, drainage basins and drainage rights-of-way, the location of existing and proposed public buildings, and existing and proposed open space and recreation lands.

**Goal 8:**

Provide for recreation and cultural facilities, providing a variety of programs to meet the levels of community interest.

***Objectives***

1. Identify areas where establishment of picnic areas and playground facilities would be appropriate.
2. Review current and future recreation needs with the Township Committee and Recreation providers on an annual cycle.
3. Support the identification of sites and areas of historic and cultural importance and aid in their conservation, maintenance and usefulness to the community.
4. Evaluate and incorporate portions of the Open Space Plan developed by the Environmental Commission as an information, planning and capital programming source.

**Goal 9:**

Maintain and improve the level of contact and response in regard to adjoining municipal, county and State development and planning activities and their impact on the community.

***Objectives***

1. Review the Master Plan, development ordinances, and other relevant documents and activities of adjacent municipalities, Warren County and the State of New Jersey to determine their impact on White Township.

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2. Encourage continuing dialogue with officials from other municipalities, the county and the State in order to mitigate conflicts in existing and proposed land development, circulation and transportation, and community related activities, and to foster cooperation and coordination of public activities wherever economically and practically feasible.

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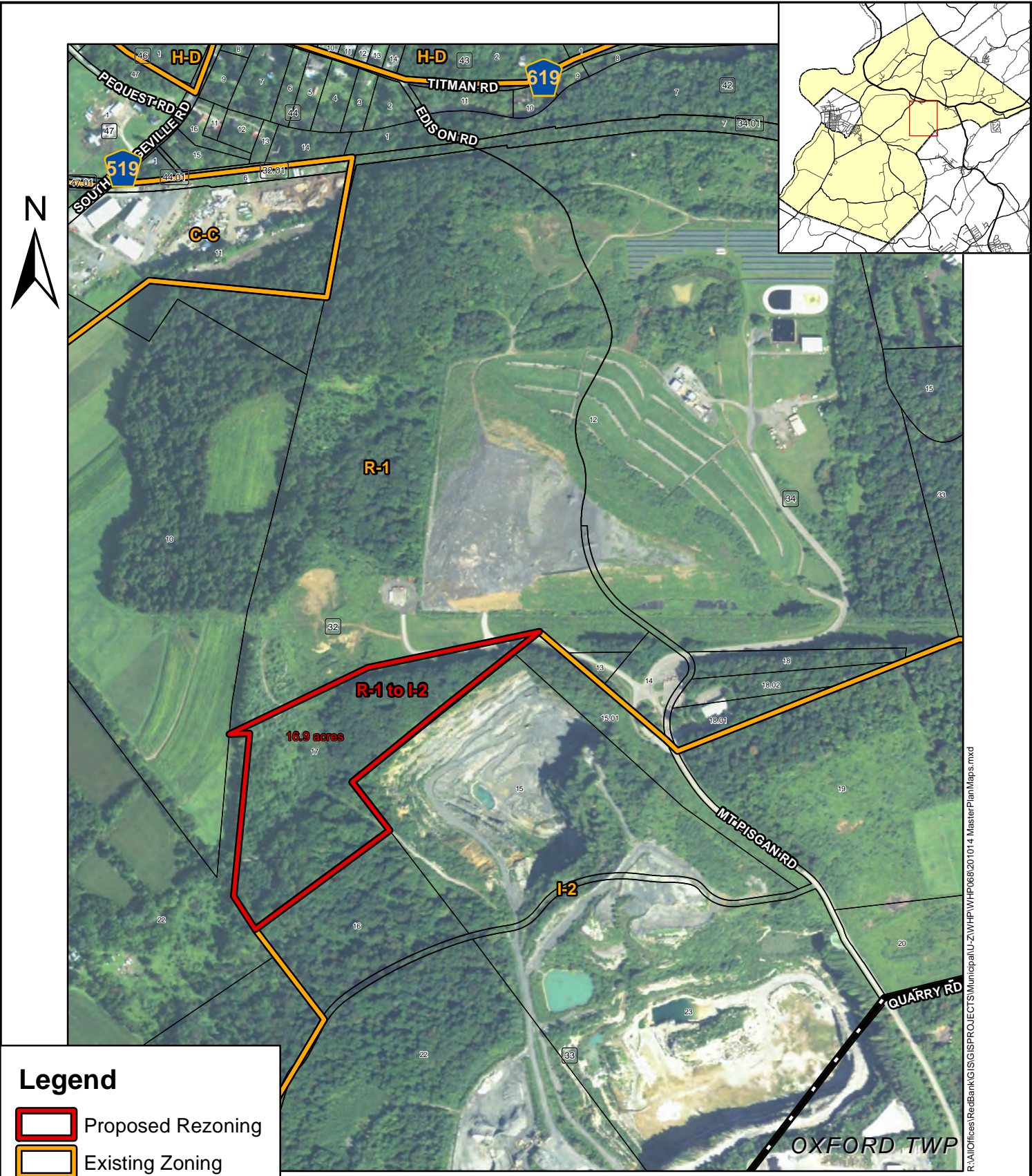
**IV. LAND USE PLAN AMENDMENT**

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The second of two required master plan elements is the Land Use Plan Element. The Land Use Element is designed to be a policy statement by the Planning Board, incorporating the goals and objectives of the Township and considering the current distribution and character of land uses in the Township. The Planning Board received a number of requests for land use policy and zoning changes. This section of the report analyzes the consistency with the master plan goals and objectives for each zoning change request and makes policy recommendations for each.

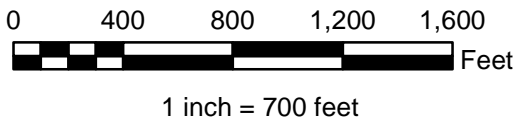
**1. Rezone Lot 17 in Block 32 from R-1 to I-2**

Warren County has requested that Lot 17 in Block 32 be rezoned from R-1 Detached Single-Family Residence District to I-2 Industrial-Quarry District (see **Map 1**). This parcel owned by Warren County is a 16.856-acre parcel located along Mt. Pisgah Avenue, which was increased in size as part of the recent subdivision of Lots 12, 13, 14, 15.01, 17, 18 and 22 in Block 32 and Lots 17, 18, 18.01, and 18.02 in Block 34. The requested rezoning would allow for the expansion of the adjacent Tilcon surface mine. The Planning Board finds that rezoning this 16.856-acre tract to I-2 Industrial-Quarry is not inconsistent with the goals and objectives of the 2004 Master Plan. Goal 2 is to provide for industrial development, where appropriate. The parcel in question is undeveloped and adjacent to an existing quarry operation. There would be no significant detriment to the surrounding properties in allowing the quarry to expand to this property. Any quarry expansion into Lot 17 in Block 32 will have to comply with the Township's Surface Mine regulations in Chapter 254 of the Township Code, including buffer and setback regulations. Therefore, the White Township Planning Board recommends rezoning Lot 17 in Block 32 from R-1 to I-2.



**Legend**

- Proposed Rezoning
- Existing Zoning



**Map 1**  
 Proposed Rezoning R-1 to I-2  
 Block 32, Lot 17  
 White Township, Warren County, New Jersey

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## 2. Reject Request to Amend the C-C District to Permit Flex/Warehouse Use

The potential developer of a 7.5-acre parcel known as Lot 1 in Block 54.01 located on the northwest corner of Upper Sarepta Road and Route 46 (surrounding the existing Rite Aid site) has requested the Township to amend the C-C Community Commercial District to permit “flex warehouse” development as a principal permitted use (see **Map 2**).

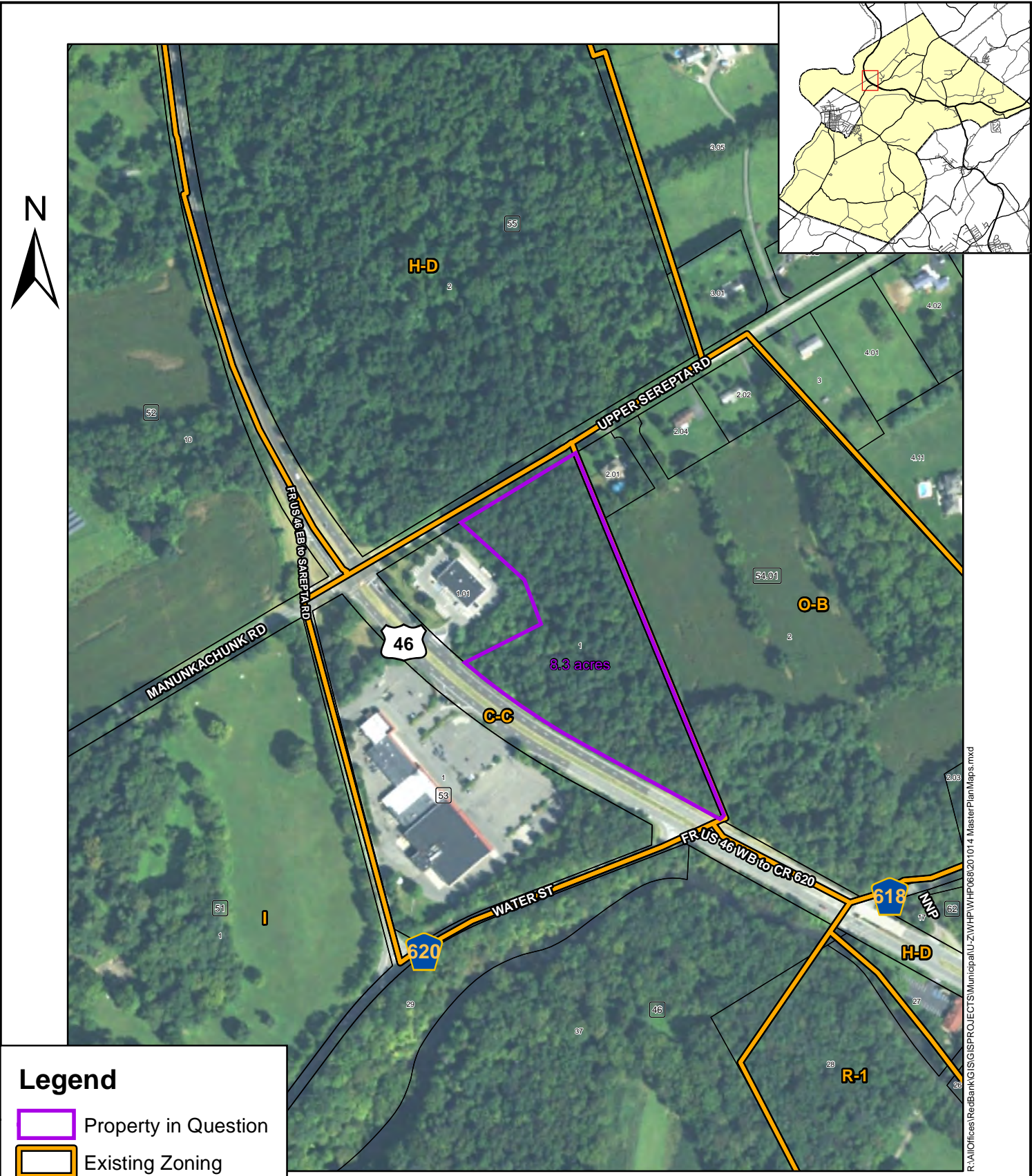
According to the 1982 Master Plan, the Commercial Development District is intended for neighborhood retail and highway retail and wholesale business. The C-C District is currently designated within four locations of the Township: 1) 25 acres at the intersection of Route 46 and Upper Sarepta Road; 2) 83 acres at the northeast quadrant of Route 46 and Route 519; 3) 47 acres along Route 519 south of the railroad right-of-way; and 4) along Route 31 near the Oxford Township border.

Permitted uses in the C-C District include a wide variety of retail businesses (hardware, department stores, dry goods, food stores, apparel, furniture, liquor, antique, convenience stores, restaurants, etc.), and personal services establishments (bank, real estate office, laundry, salon, dance studio, etc.).

The C-C District specifically prohibits industrial uses involving any process of manufacture, fabrication, assembly and disassembly other than repair; and storage buildings and yards, fuel-distributing plants, lumberyards or warehouses, unless an accessory use.

Goal 2 of the master plan is to provide for commercial and industrial development, where appropriate, in accordance with the highest standards of site design to ensure that such development will have a positive impact on the community and the environment while also providing necessary services, jobs and ratables. Objective 2 is to reinforce business zoning where it is highly visible, i.e. Warren County Route 519 and US Route 46 and Objective 3 is to review uses currently permitted in the business zones to ensure their compatibility with neighborhood and resource protection.

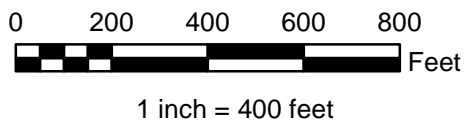
The Planning Board has reviewed the permitted uses in the C-C and finds that the currently permitted uses are compatible with neighborhood and resource protection. The Planning Board does not believe the introduction of flex/warehouse uses into the C-C District would be compatible with the goals and objectives of the master plan or the intent of the C-C District. Therefore, the Planning Board is not recommending a change to the permitted uses in the C-C District at this time.



**Legend**

- Property in Question
- Existing Zoning

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**Map 2**  
 Amend C-C District  
 Block 54.01, Lot 1  
 White Township, Warren County, New Jersey



### 3. Amend the H-D and O-B Districts to Permit Self-Storage Facilities

A potential developer has approached the Township to request the zoning regulations within the H-D Highway Development District and O-B Office Building District be amended to permit self-storage facilities. The particular properties being considered for such development are Lot 6.01 in Block 62 within the H-D District and Lot 2 in Block 54.01 within the O-B District.

Lot 6.01 in Block 62 is an 11.4-acre parcel with frontage on the north side of Route 46, approximately 1,000 feet west the Route 519 intersection (see **Map 3**).

Lot 2 in Block 54.01 is a 27-acre parcel with frontage along the north side of Route 46 and with an access stem connecting to Upper Sarepta Road (see **Map 4**).

Self-storage facilities are defined as “a building or group of buildings containing separate, individual, and private storage spaces of varying sizes, available for lease or rent for varying periods of time”, according to Harvey Moskowitz<sup>1</sup>. Self-storage facilities are generally low intensity uses, requiring limited amount of off-site parking and generating a relatively low amount of traffic. According to Moskowitz, self-storage facilities require as little as one parking space per 50 to 100 rental units for one story buildings. Two-story buildings may require elevator access and more parking spaces around the elevator may be needed.

On the other hand, self-storage facilities have a potential to have a negative aesthetic impact of the surrounding neighborhood. Care needs to be taken to ensure that any such facilities are properly designed to be aesthetically pleasing with architectural materials and details, as well as landscape design, that is complementary and harmonious with the character of the surrounding neighborhood. Additionally, there are generally concerns for security and other operational considerations that should be taken into account in the design of such facilities.

#### **H-D District**

The H-D District encompasses over 250 acres along the Route 46 corridor and is the primary commercial district in the Township. The H-D District permits a wide variety of uses, including retail stores, restaurants, assembly uses, clubs, veterinarian services, laboratories, publishing, wholesale establishments, commercial greenhouses, contractor shops, offices, car dealerships, vehicle repair shops, and convenience stores. Storage buildings and yards, fuel-distributing plants, lumberyards and warehouses are prohibited uses in the H-D District.

#### **O-B District**

The O-B District encompasses 34.5 acres along Upper Sarepta Road. The O-B District is intended for professional and administrative office uses on 5 acre lots. The O-B District permits offices for professional or business uses, laboratories, farming, and municipal parks. The O-B District prohibits residential construction, retail or wholesale commercial operations, manufacturing or industrial operations, outdoor storage, and any other outdoor operations.

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<sup>1</sup> Moskowitz, Harvey & Lindbloom, Carl. 2004. The Latest Illustrated Book of Development Definitions. Center for Urban Policy Research, Rutgers, The State University of New Jersey.



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The O-B District has permitted professional and business office development for over 35 years, and yet the district remains vacant and undeveloped. The Planning Board finds the perpetual lack of development to be indicative that there is no demand for office development in this location.

**Recommendation**

Goal 2 of the Master Plan is to provide for commercial and industrial development, where appropriate, in accordance with the highest standards of site design to ensure that such development will have a positive impact on the community and the environment while also providing necessary services, jobs and ratables. Objective 2 is to reinforce business zoning where it is highly visible, i.e. Warren County Route 519 and US Route 46 and Objective 3 is to review uses currently permitted in the business zones to ensure their compatibility with neighborhood and resource protection. Goals 1 and 3 of the Master Plan call for the preservation of the rural character of White Township and enhancement of the quality of life of its residents.

The Planning Board has carefully considered the balance of potential positive and negative impacts associated with self-storage facilities and recommends that the H-D and O-B Districts be amended to permit self-storage facilities as a conditional use, consistent with Goals 1, 2 and 3 of the 2004 Master Plan. The Planning Board has determined that the H-D and O-B Districts are suitable locations for self-storage facilities, and that such uses would be compatible with the existing and permitted uses in those zones, subject to meeting certain conditions.

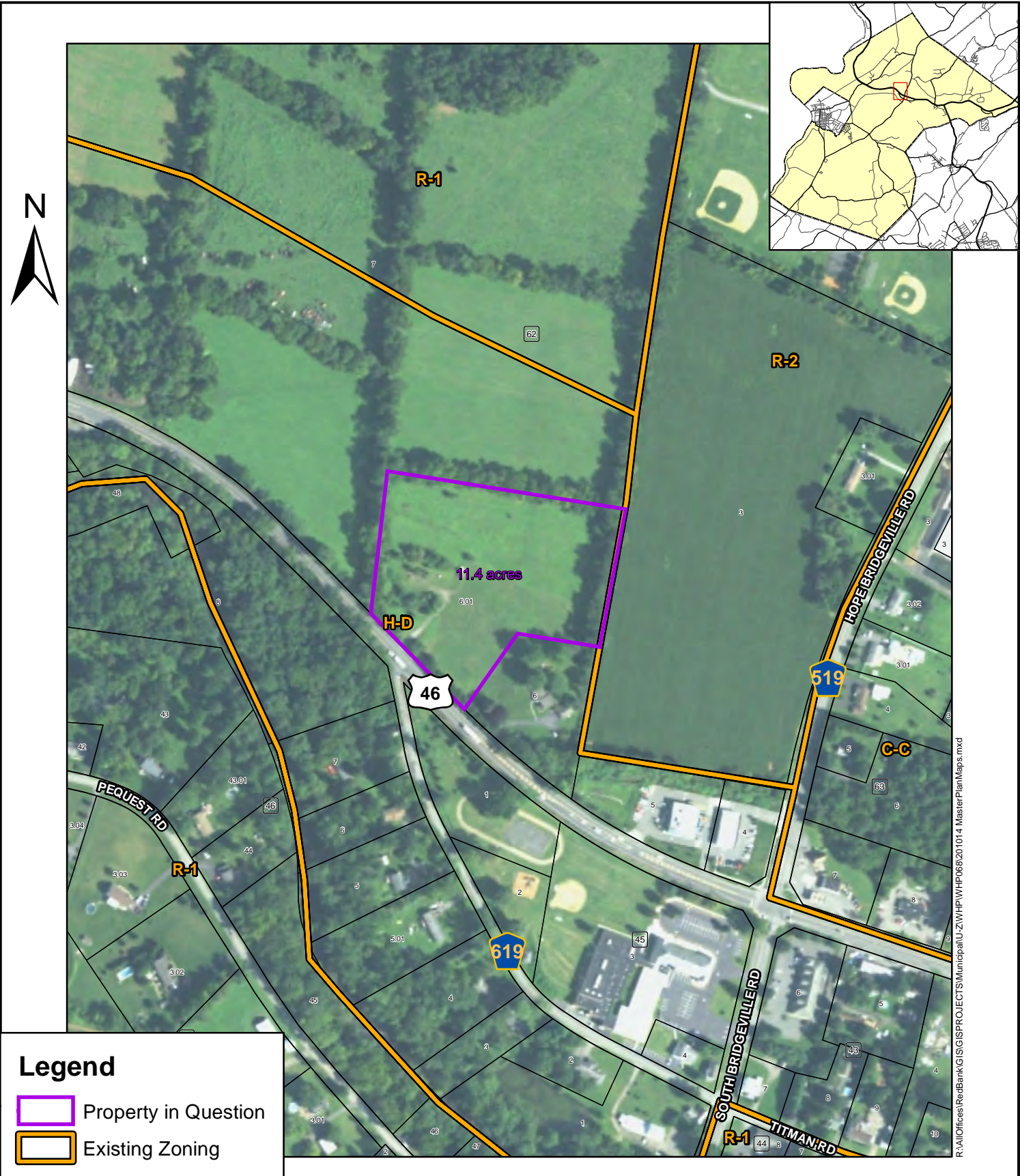
In order to effectively regulate self-storage facilities within the O-B and H-D District, it is recommended that Article XIV of the Land Use Ordinance (Chapter 160) be amended to include new Conditional Use Standards for Self-Storage Facilities. These Conditional Use Standards should be carefully crafted to ensure that any self-storage facility will not have any adverse impacts on adjacent residential properties and will not have a negative visual impact on the character of the Township, pursuant to Goals 1 and 3 of the Master Plan. The Planning Board recommends that the Conditional Use Standards should include, but may not be limited to, the following considerations:

1. To avoid proliferation of self-storage facilities, no new self-storage facility shall be located within 1,200 feet of an existing or approved self-storage facility.
2. Self-storage facilities shall provide a front yard setback of 100 feet in the H-D District.
3. Self-storage facilities shall only be permitted on the north side of Route 46 in the H-D District.
4. A minimum setback of 200 feet setback shall be provided wherever a self-storage facility in the O-B District abuts a residential zone or residential property. A minimum landscape buffer 50 feet in width shall be included within the required setback.
5. Minimum side yard setback shall be 50 feet each.
6. No self-storage facility, unit, or portion thereof, shall be utilized for residential or dwelling purposes or for the storage of hazardous waste, hazardous substances or illegal substances of any kind.
7. The facility shall be designed and constructed of durable materials and design concepts that address and are compatible with contemporary community standards, which shall include substantial landscape and hardscape elements to minimize the identity of the building as a self-storage facility.
8. Fences shall comply with Section 160-107, except that fences in the front yard are permitted a maximum height of 6 feet for security purposes, provided that such fence be setback at least 20 feet from the right-of-way. No sharp or dangerous protrusions such as barbed or razor wire shall be placed on any fence.
9. All signage shall be consistent with Section 160-86 of the Land Use Ordinance.

Township of White

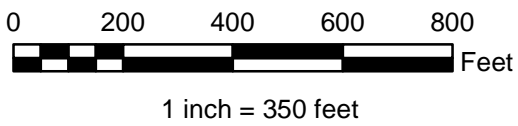
The above conditional standards are recommended to the Township Committee for consideration in an ordinance to amend the H-D and O-B Districts. The Township Committee should carefully consider the balance of Goals 1, 2 and 3 while crafting an ordinance for adoption.





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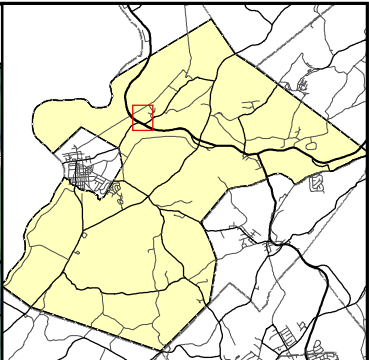
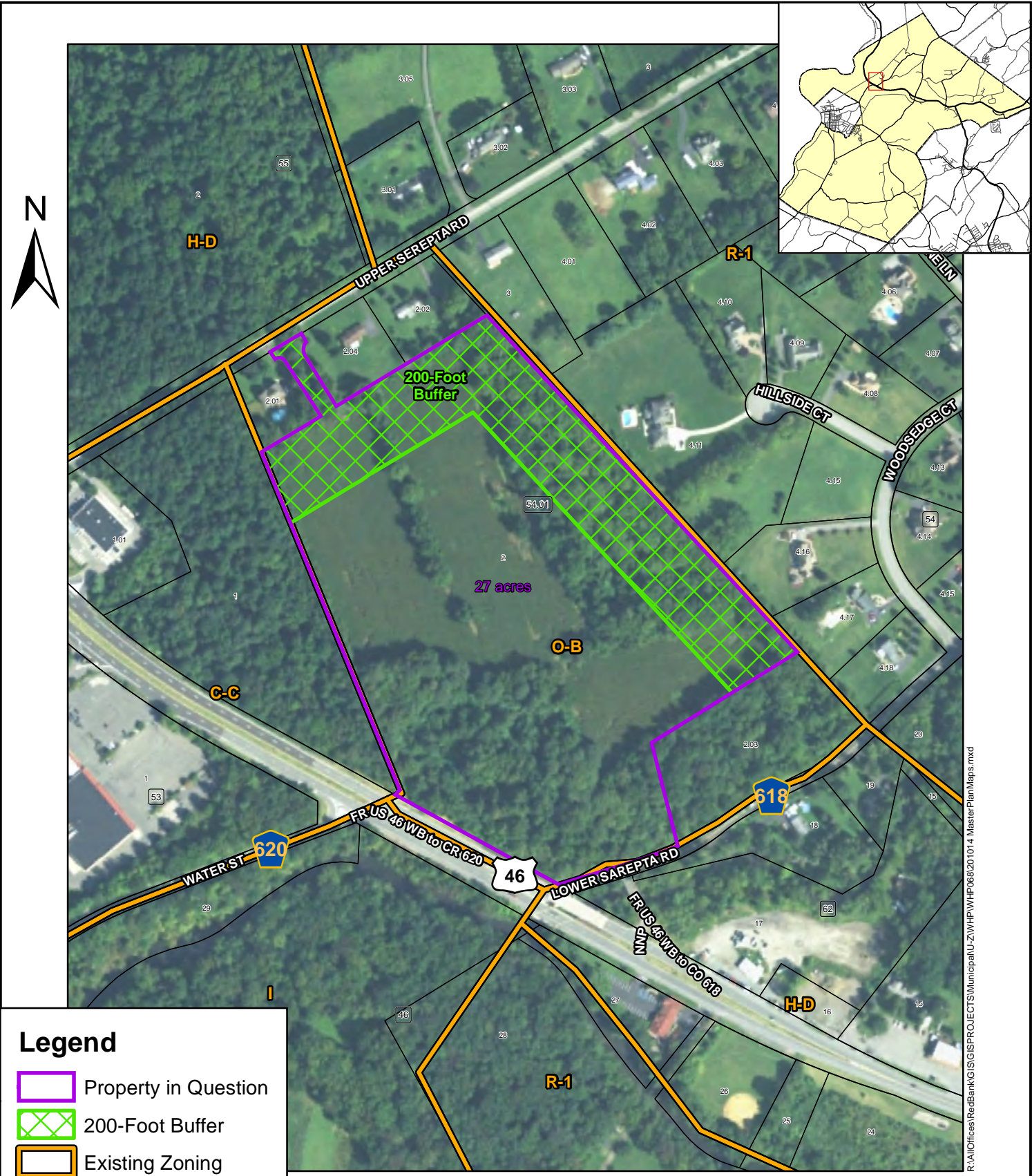
- Property in Question
- Existing Zoning



**Map 3**  
 Amend H-D District  
 Block 62, LOT 6.01  
 White Township, Warren County, New Jersey

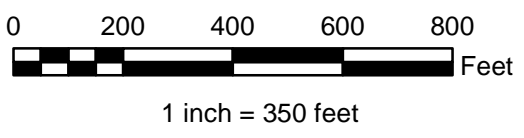
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- Property in Question
- 200-Foot Buffer
- Existing Zoning



**Map 4**  
 Amend O-B District  
 Block 54.01, Lot 2  
 White Township, Warren County, New Jersey



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#### 4. A&P Shopping Center Redevelopment Investigation

The A&P Shopping Center is an approximately 70,000-square foot retail shopping center located at the intersection of Route 46, Manunkachunk Road, Massenatts Road and Water Street (see **Map 5**). The development is situated on Lot 1 in Block 53, which is an 11.5-acre triangular parcel. The anchor store, A&P supermarket, closed in 2015 due to financial issues of the parent company and many of the smaller stores continue to be vacant. Current tenants include Family Dollar, Advance Auto Parts, a Pizza Restaurant, a Martial Arts Studio, a Subway Restaurant, and a Chinese Restaurant. Due to the low tenancy rate, the property is not being properly maintained and is slowly falling into a state of disrepair and blight.

The continued high vacancy rate and decline in the condition of the property has a negative impact on the character of the Township as well as the quality of life of the residents (Goals 1 and 3 of the 2004 Master Plan). The current state of the property is also inconsistent with Goal 2 of the 2004 Master Plan, which calls for a high standard of site design to ensure development will have a positive impact on the community and the environment while providing services, jobs and ratables.

The Planning Board recommends that the Township Committee authorize the investigation of the property to determine whether it qualifies as an area in need of redevelopment or revitalization, in accordance with the New Jersey Local Redevelopment and Housing Law (N.J.S.A. 40A:12A).

#### 5. Rezone Properties from O-B to R-1

As discussed previously under item 4 above, development of the O-B District has continued to be stagnant and unproductive since its inception. There are three existing single-family dwellings along Upper Sarepta Road (Lots 2.01, 2.02 and 2.04 in Block 54.01) that are existing nonconforming uses in the O-B District (see **Map 6**). These residential lots were subdivided from the larger lot in 1979, at which time the properties were zoned R-2 Single-Family Residential. A resident has requested that the properties be rezoned back to a single-family residential designation, consistent with the existing uses.

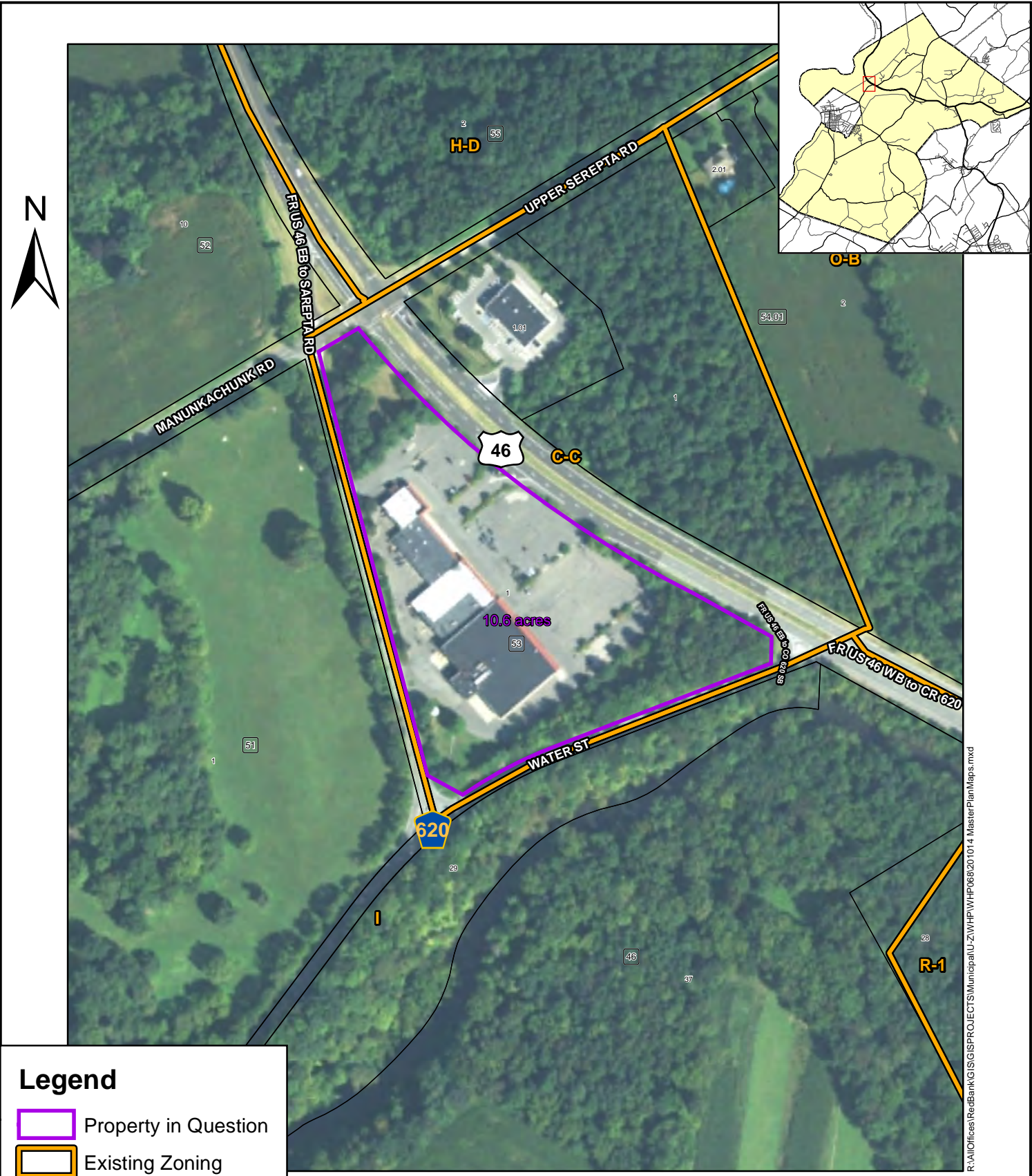
In order to preserve the rural character of the neighborhood and preserve the quality of life for the Township residents (see Master Plan Goals 1 and 3), the Planning Board recommends that these three residential parcels be rezoned to R-1 Residential, consistent with the adjacent residential parcels along Upper Sarepta Road.

#### 6. Rezone Properties from H-D to R-1

There is a vacant 62-acre parcel (Lot 2 in Block 55) located at the northwest corner of Route 46 and Upper Sarepta Road (see **Map 7**). This parcel was once purportedly proposed for a Wal-Mart development, but the project was abandoned due to environmentally sensitive features on the property. According to tax records, the New Jersey Department of Environmental Protection purchased the property in 2016.

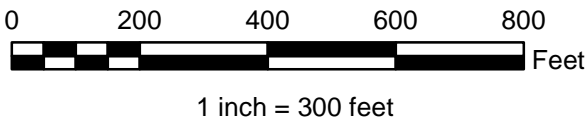
In order to preserve the rural character of the neighborhood and preserve the quality of life for the Township residents (see Master Plan Goals 1 and 3), the Planning Board recommends that the vacant parcel be rezoned to R-1 Residential, consistent with the adjacent residential parcels along Upper Sarepta Road.





**Legend**

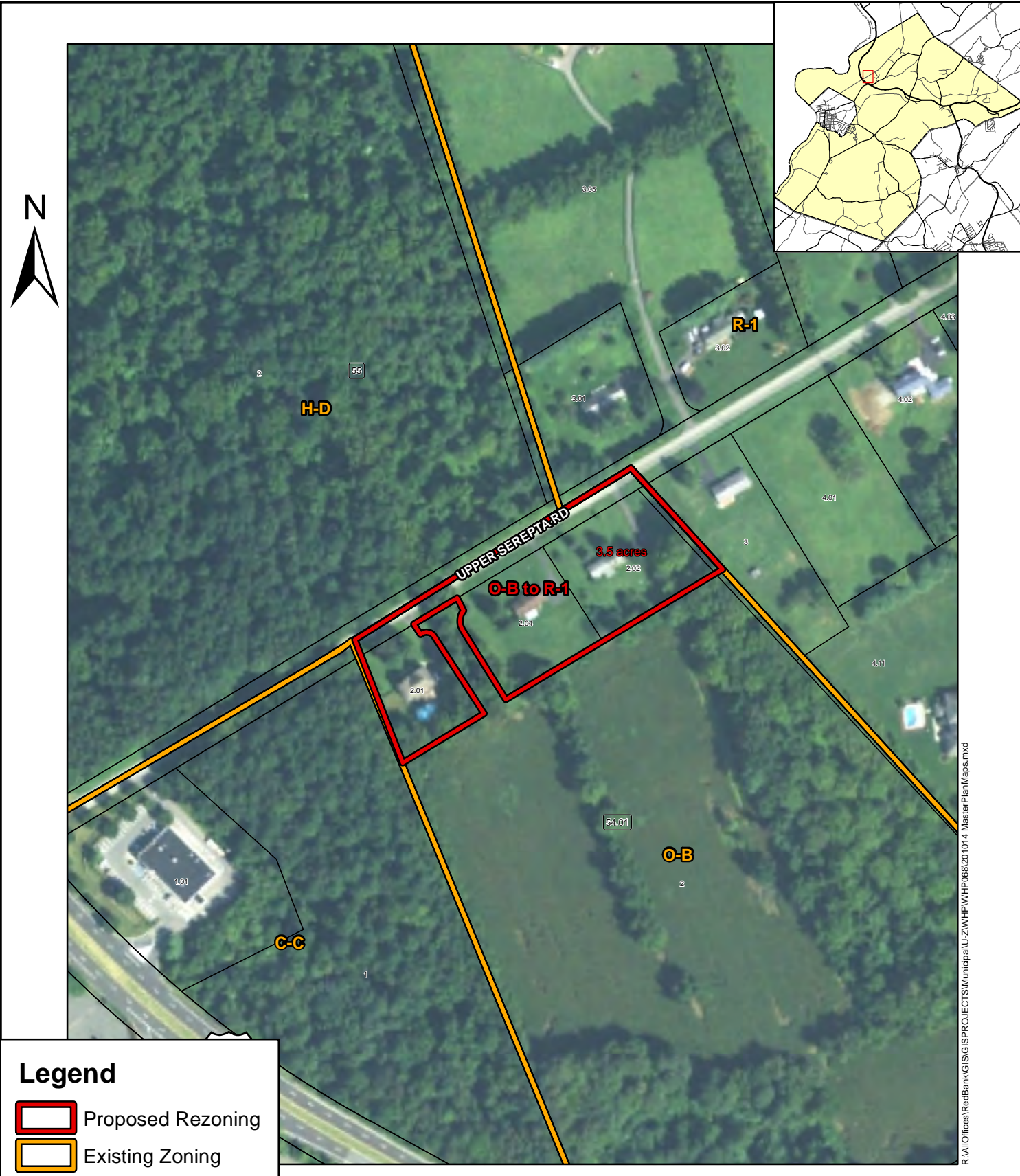
- Property in Question
- Existing Zoning



**Map 5**  
 A&P Redevelopment Investigation  
 Block 53, Lot 1  
 White Township, Warren County, New Jersey

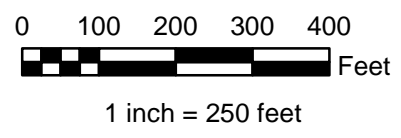
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**Legend**

- Proposed Rezoning
- Existing Zoning

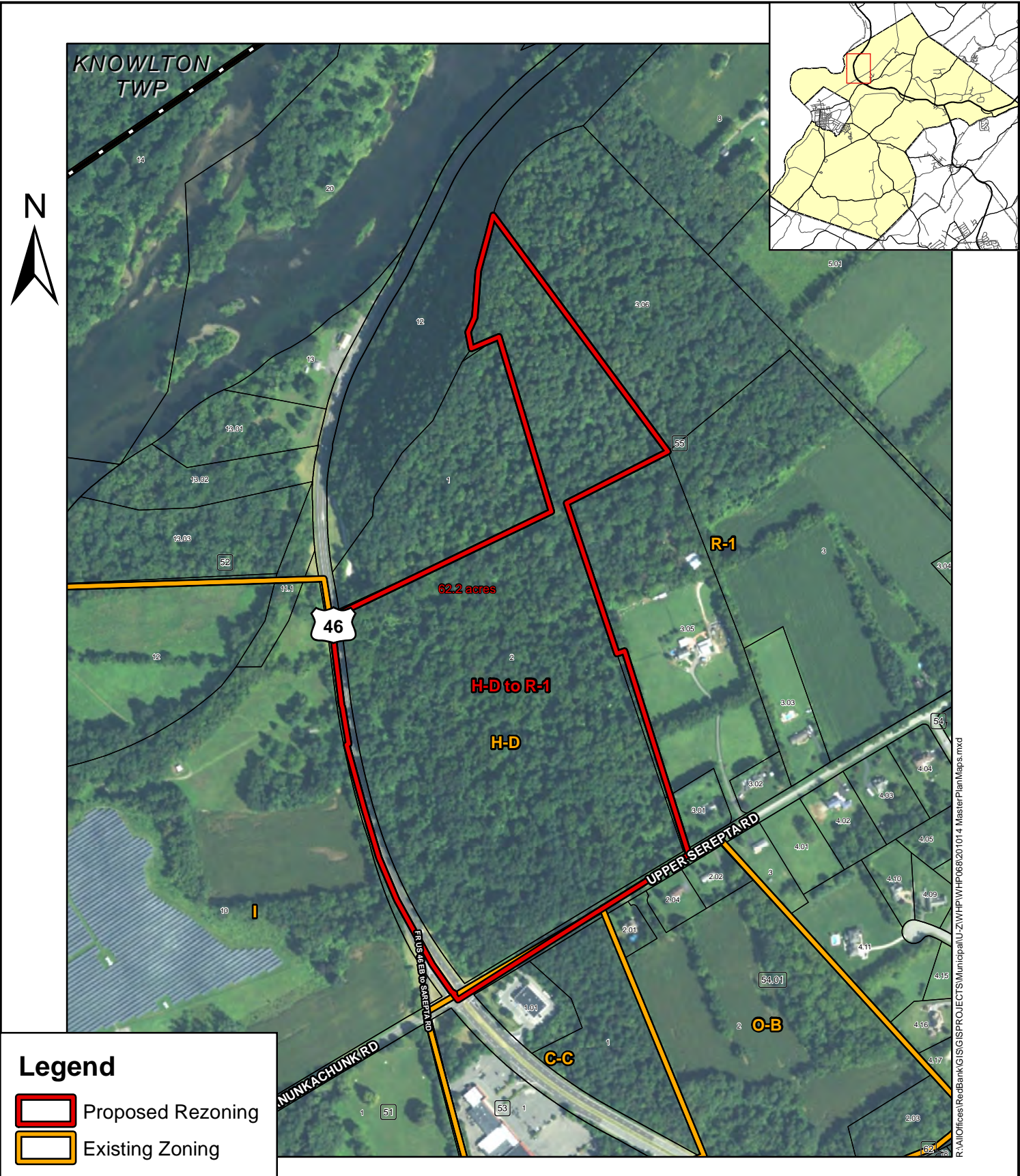


**Map 6**  
 Rezone O-B to R-1  
 Block 54.01, Lots 2.01, 2.02 and 2.04  
 White Township, Warren County, New Jersey



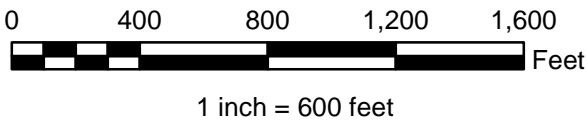
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**Legend**

- Proposed Rezoning
- Existing Zoning



**Map 7**  
 Rezone H-D to R-1  
 Block 55, Lot 2  
 White Township, Warren County, New Jersey

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## 7. Rezone Properties from R-2 to R-1

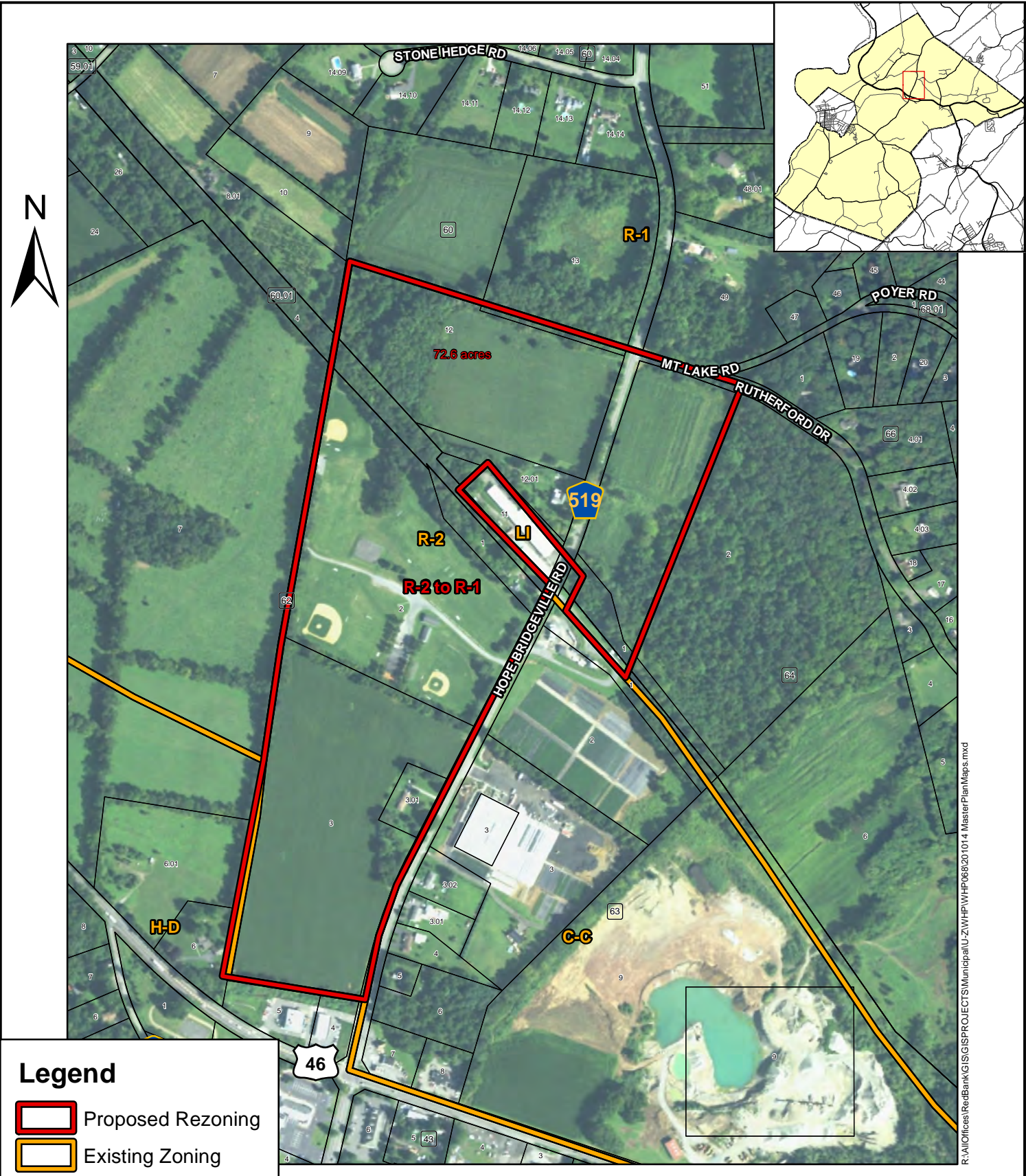
The majority of the Township is zoned R-1 Single-Family Detached Residence District, which permits single-family dwellings on 3-acre lots, farming operations, municipal parks, and golf courses. In accordance with Section 160-130A(2), clustering or lot size averaging is mandatory for major subdivisions in the R-1 District, with lot sizes reduced to 1.5 acre minimum.

There are two areas in the Township that are zoned R-2 Single-Family Detached Residence District. There is a 72-acre area along Route 519, north of Route 46, where the Township Recreation Fields are located (see **Map 8**). There is also a 141-acre R-2 District located along Route 519 at the intersection with Route 620, where the Colby Court development is located (see **Map 9**). The R-2 District permits single-family dwellings served by on-site well water and septic systems on 65,000-square foot lots, farming operations, residential professional offices, municipal parks, and golf courses. The R-2 District also permits optional residential clustering down to 18,000 square foot lots if public water and sewer is provided. Aside from Colby Court, the R-2 District remains effectively undeveloped.

Due to the adoption of the White Township Future Wastewater Service Area (“FWSA”) Map by NJDEP on May 7, 2013, the majority of R-2 District along the east side of Route 519 surrounding Colby Court have been removed from the sewer service area. Due to the limited availability of public sewer, the Planning Board finds that the R-2 zoning in this location is no longer appropriate. Therefore, it is recommended that Lots 7, 8, 9, 9.01, 9.02, 10, 11, 12, 13, 13.03, and 14 in Block 18 (or portions thereof) be rezoned from R-2 to R-1.

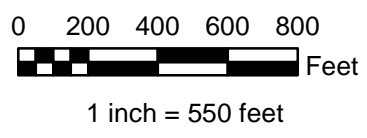
The 72-acre R-2 District along Route 519 containing the Township recreation fields is also recommended to be rezoned from R-2 to R-1 in order to preserve and enhance the rural character of White Township, consistent with Goal 1 of the 2004 Master Plan. Only a portion of the R-2 District is within the NJDEP approved public sewer service area, including Lots 2 and 3 in Block 62 (Lot 2 is a qualified farm parcel and Lot 3 is the Township recreation fields). Due to the limited availability of public sewer, the Planning Board finds that the R-2 zoning in this location is no longer appropriate.





**Legend**

- Proposed Rezoning
- Existing Zoning

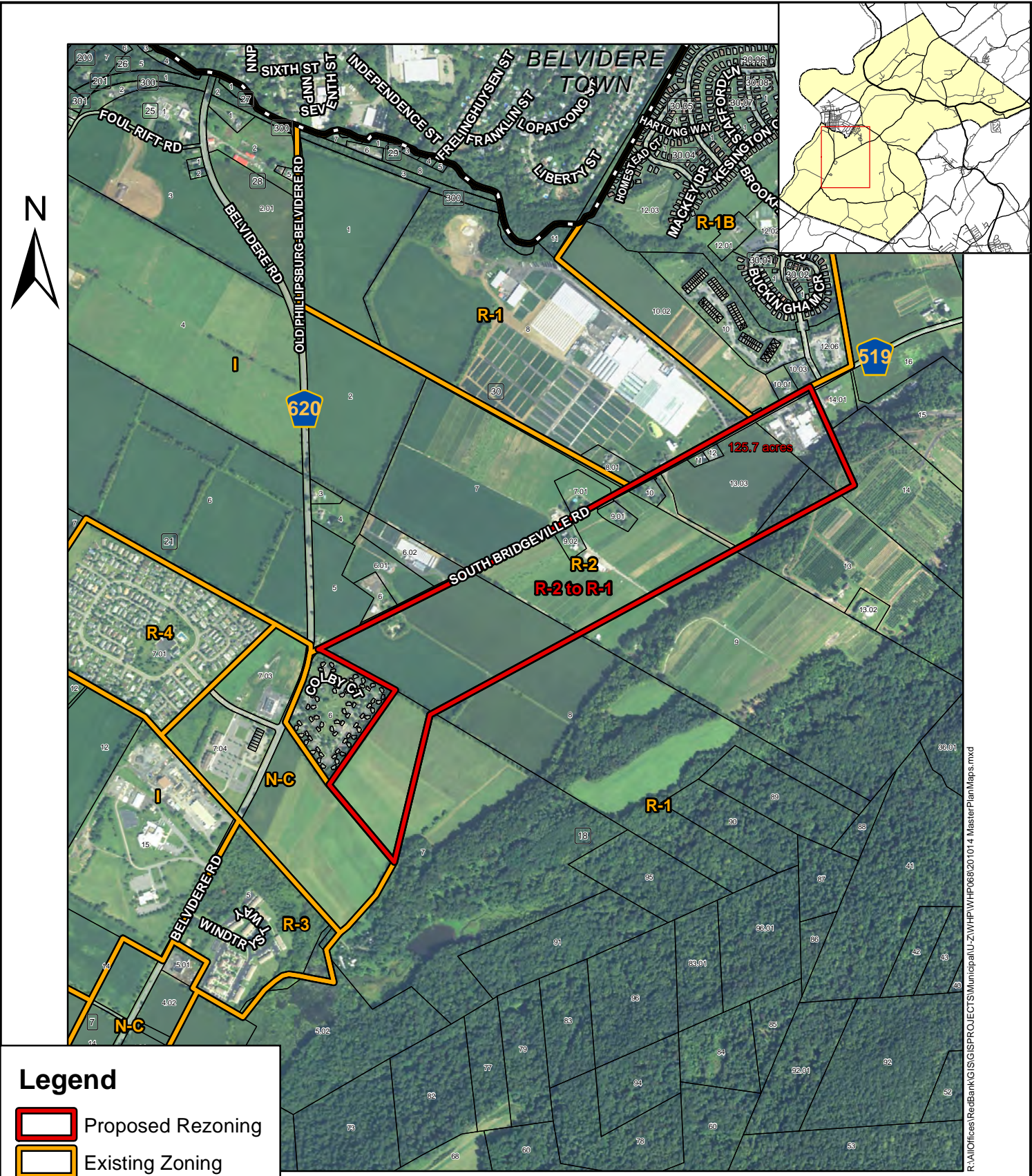


**Map 8**  
 Rezone R-2 to R-1  
 Hope-Bridgeville Rd (CR 519)  
 White Township, Warren County, New Jersey

October 2020

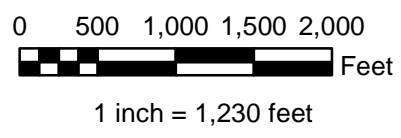
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**Legend**

- Proposed Rezoning
- Existing Zoning



**Map 9**  
 Rezone R-2 to R-1  
 South Bridgeville Rd (CR 519)  
 White Township, Warren County, New Jersey

October 2020

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## 8. Rezone Properties within the NC District

Similar to the R-2 District as discussed above, due to the limited availability of public sewer, the Planning Board finds that the NC District zoning designation in certain locations is no longer appropriate. (See **Map 10**)

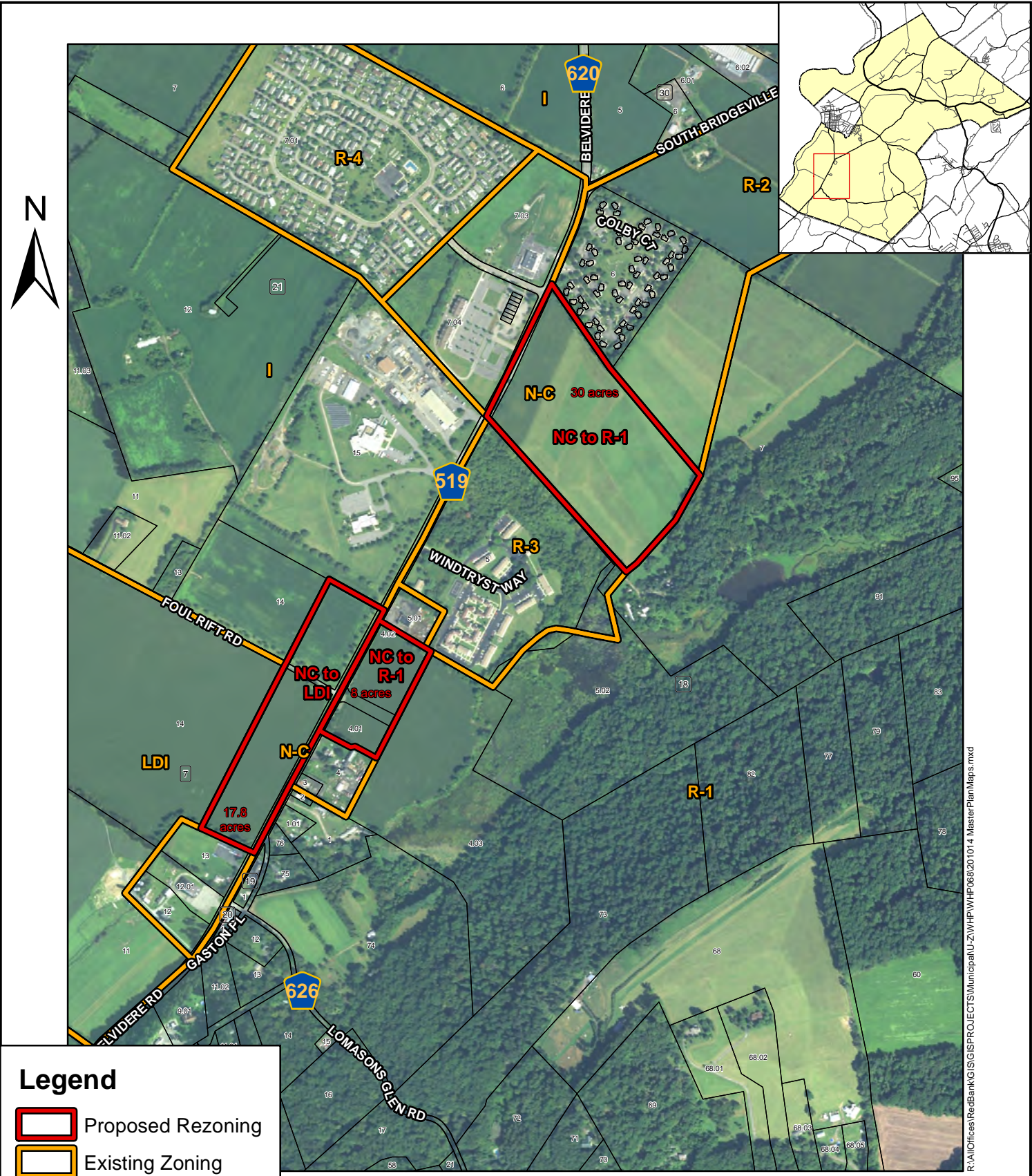
Lot 7 in Block 18 is split-zoned with portions of the parcel within the R-2, NC, and R-1 Districts. The property contains approximately 132 acres of undeveloped land. The entire parcel is outside of the sewer service area and should be rezoned in its entirety to the R-1 Zone.

Similarly, Lot 4.01, Lot 4.02 and a portion of Lot 4.03 in Block 18 are vacant parcels situated within the NC Zone District along the east side of County Route 519 (adjacent to Foul Rift Road). These undeveloped parcels are outside of the sewer service area and should be rezoned to the R-1 Zone. Lots 3, 4 and 5.01 in Block 18 are developed with commercial uses and should remain in the NC Zone.

Along the west side of County Route 519, at the intersection with Foul Rift Road, Lot 14 in Block 21 is owned by Warren County and should be rezoned to the LDI District consistent with the zoning of the adjacent County Administration complex on Lot 15. The portion of Lot 14 in Block 7 within the NC District is vacant and should be rezoned to the LDI District. Lots 12, 12.01 and 13 in Block 7 are developed and should remain in the NC District.

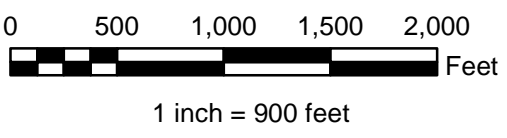
The Planning Board finds that these recommendations are consistent with Goals 1 and 3 of the Master Plan, enhancing the rural character of the Township. Rezoning properties on the east side of Route 519 to R-1 (as further discussed in the next section below) will encourage agricultural uses in the area. With regards to Goal 2, the Planning Board finds that commercial development in these areas is no longer appropriate and should be directed to more appropriate locations in the Township. Rezoning of parcels on west side of 519 will provide compatible and consistency with adjacent zoning and existing uses.





**Legend**

- Proposed Rezoning
- Existing Zoning



**Map 10**  
 Rezone NC to R-1 and LDI  
 Belvidere Rd (CR 519)  
 White Township, Warren County, New Jersey

October 2020

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## Township of White

## 9. Rezone Properties within the I and LDI Districts

### I Industrial District

White Township has historically designated lands to accommodate industrial development within the I-Industrial District. According to the 1982 Master Plan, the Industrial District is intended for manufacturing, assembly, wholesale business, office and laboratories.

Permitted uses in the Industrial District include the following:

- Professional and business offices, including rental office buildings.
- Scientific research laboratories and other experimental testing or research establishment, including applied engineering research such as product development.
- Business establishment, wholesale.
- Assembly, manufacturing and processing of electric, electronic, scientific, photographic (excluding film) and optical instruments and goods, jewelry, clocks, watches, housewares and small hardware, light machinery, ceramic products (excluding structural building materials) and other products and goods of a similar nature.
- Manufacturing of clothing and other textile products, textiles, professional instruments, musical instruments, silverware, toys, tools, hardware and light machinery such as typewriters and office machines, pharmaceuticals and drugs.
- Manufacture and assembly of electronic and light electrical equipment and small electrical appliances and supplies.
- Printing or publishing establishment.
- Warehouse or storage within a completely enclosed building, excluding storage of hazardous material
- Municipal or public utility use, including utility line, electric substation or similar use.
- Manufacture and assembly of building materials, electrical appliances and supplies, electrical items, jewelry, clocks, and watches, musical, professional and scientific instruments, optical goods, silverware, tools and hardware and other similar industrial uses.
- Customary and conventional farming operations as permitted by § 160-128A(3), including the construction of residences that are accessory to such farming operations, and customary farm buildings as permitted by § 160-128B(7).<sup>2, 3, 4</sup>

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<sup>2</sup> § 160-128A(3) permits customary and conventional farming operations, including the raising of livestock, poultry, vegetables, flowers and horticultural materials, and the sale of agricultural products on a farm, provided that they are located on properties of five acres or more, exclusive of the lot area required for a one-family dwelling if both uses are included. Farms shall not use the portion of a lot within 50 feet of a residential property line for the housing of livestock or poultry or for the storage of fertilizer, produce or equipment. Open pasturing of livestock shall be permitted. The use of large irrigation pumps and equipment, aerial and ground seeding and spraying, large tractors, numerous farm laborers and the application of chemical fertilizers, insecticides and herbicides, when reasonable and necessary for the particular farming and when conducted in accordance with generally accepted agricultural practices, may occur on holidays, Sundays and weekdays, at night and in the day, and the reasonably necessary noise, odors, dust and fumes that are caused by them are also specifically permitted as part of customary and conventional farming operations.

<sup>3</sup> § 160-128B(7) permits customary farm buildings for the storage of products or equipment located on the same property as the primary use.

<sup>4</sup> § 160-130A(12) permits greenhouses used as part of a customary and conventional farming operation. Building coverage for greenhouses shall not exceed 20% of the total lot area. This limitation applies only to the area wherein crops are actively cultivated. This 20% building coverage is in addition to the normal 10% building coverage in this zone. Areas which are devoted to the packaging or processing or shipping of crops or not otherwise devoted to agricultural use are subject to the normal 10% building coverages of the zone. Total building coverage including greenhouses plus other buildings shall not exceed 30%.



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**Township of White**

- Major solar or photovoltaic energy facility or structure in accordance with Article XXX, § 160-201C.
- Minor solar or photovoltaic energy facility or structure in accordance with Article XXX, § 160-201B.

As discussed in the 2004 Master Plan, industrial development is dominated by the Roche Vitamin facility along Manunkachunk Road, north and east of the Town of Belvidere. Metal plating; sand, gravel and stone mining; and soil manufacturing make up the remainder of the Township's industrial base. There are no existing industrial uses within the southerly Industrial District, which is located south of the Town of Belvidere along Route 519, north of Foul Rift Road and extending along the Delaware River. Existing development within this Industrial District is limited to a mulching operation along Foul Rift Road, the Warren County Administration Complex, Warren County Corrections Facility, a dog kennel (via use variance), single-family dwellings along Foul Rift Road, and a quarry. The remainder of this Industrial District is vacant land or farmland.

Despite the limited amount of existing industrial uses in the Township, there are over 2,300 acres of land within the Industrial Districts in White Township. An analysis of vacant and unreserved farmland properties with potential for development in the Industrial District indicate that there are 548 acres of land available for development within the southerly Industrial District along Route 519 and the Delaware River. Based on the current permitted building coverage of 35 percent, the full build-out of these properties could result in up to 8.35 million square feet of industrial space (assuming one story development).

### **LDI Low Density Industrial District**

In 1999, the White Township Planning Board adopted a Master Plan Amendment, which recommended that the properties west of County Route 519, south of Foul Rift Road, and extending westward toward the Delaware River and Harmony Township border, be rezoned from R-1 Residential to a new LDI Low Density Industrial District. The Master Plan Amendment stated that the rezoning was appropriate given the proximity to the existing Industrial District and the desire of the Township to expand the opportunities for development of large-scale industrial projects.

As discussed in the 1999 Master Plan Amendment, the LDI District lies next to an Industrial District, abuts the Delaware River, is crossed by the Buckhorn Creek, and by power lines. Buckhorn Creek lies between the County Route 519 right-of-way and the majority of the district. West of the creek, the power lines bisect the property, further constraining the developability of the area in question.

The Planning Board's conclusion in the 1999 Master Plan Amendment for the rezoning was based on the likelihood that an extension of the sewer line would occur to a substantial industrial development was far greater than would be the case for a low-density residential development. Single-family dwellings on lots of 65,000 square feet (as the R-1 District permitted at that time) were not considered to be economically appropriate for centralized wastewater disposal as the per unit cost is relatively high.

Permitted uses in the LDI District include the following:

- Professional and business offices, including rental office buildings.
- Scientific research laboratories and other experimental testing or research establishment, including applied engineering research such as product development.
- Business establishment, wholesale.

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**Township of White**

- Assembly, manufacturing and processing of electric, electronic, scientific, photographic (excluding film) and optical instruments and goods, jewelry, clocks, watches, housewares and small hardware, light machinery, ceramic products (excluding structural building materials) and other products and goods of a similar nature.
- Manufacturing of clothing and other textile products, textiles, professional instruments, musical instruments, silverware, toys, tools, hardware and light machinery such as typewriters and office machines, pharmaceuticals and drugs.
- Manufacture and assembly of electronic and light electrical equipment and small electrical appliances and supplies.
- Printing or publishing establishment.
- Warehouse or storage within a completely enclosed building, excluding storage of hazardous material
- Municipal or public utility use, including utility line, electric substation or similar use.
- Manufacture and assembly of building materials, electrical appliances and supplies, electrical items, jewelry, clocks, and watches, musical, professional and scientific instruments, optical goods, silverware, tools and hardware and other similar industrial uses.
- Customary and conventional farming operations as permitted by § 160-128A(3), including the construction of residences that are accessory to such farming operations, and customary farm buildings as permitted by § 160-128B(7).
- Major solar or photovoltaic energy facility or structure in accordance with Article XXX, § 160-201C.
- Minor solar or photovoltaic energy facility or structure in accordance with Article XXX, § 160-201B.
- Golf Courses.

The bulk requirements for the LDI District are essentially the same as the Industrial District. The only substantive difference between the Industrial District and the LDI District is that the LDI District permits golf courses and requires a larger minimum lot area of 15 acres versus 4 acres in the Industrial District. In both districts, the primary means of regulating size and scale of development is the maximum building coverage of 35 percent and maximum lot coverage of 60 percent. In addition, both the LDI and I District restrict the maximum building height to 40 feet at the minimum required building setback lines with allowances to increase the building height up to 90 feet with increased setbacks.

An analysis of vacant and unreserved farmland properties with potential for development in the LDI District indicates there are 590 acres of land available for development. Based on the permitted building coverage of 35 percent, the full build-out of these properties could result in up to 9.05 million square feet of industrial space (assuming one story development).

**Traffic Impacts**

Belvidere Road (CR 519) is a rural minor arterial under Warren County jurisdiction with a general north-south orientation. The roadway provides one travel lane in each direction with a posted speed limit of 50 MPH. The typical capacity for a two-lane roadway (one travel lane in each direction) is approximately 2,400 vehicles per hour (vph) or 1,200 vph per lane of travel. Based on automatic traffic recorder (ATR) data collected by Warren County in 2014, Belvidere Road (CR 519) has an average daily traffic (ADT) of 10,498 vehicles or 1,050 peak hour trips (10 percent of the ADT).

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**Township of White**

A traffic assessment has been prepared as part of this master plan amendment to evaluate the impacts of the current zoning in the Industrial and LDI Low Density Industrial Districts (see Appendix). The traffic assessment provides trip generation estimates for the I District based on the permitted uses, including general light industrial, manufacturing, warehousing, office park, and research and development center. The projected 8.35 million square feet of floor area at full buildout within the I District would be anticipated to generate between 5,000 and 6,000 peak hour trips for light industrial and manufacturing uses, between 1,400 and 1,600 peak hour trips for warehousing, between 8,900 and 12,000 peak hour trips for office uses, and between 3,500 and 4,100 peak hour trips for research and development centers.

The traffic assessment also provides trip generation estimates for the LDI District based on the permitted uses, including general light industrial, manufacturing, warehousing, office park, and research and development center. The 9.05 million square feet of floor area that could be developed in the LDI District at full buildout would be anticipated to generate between 5,000 and 6,000 peak hour trips for light industrial and manufacturing uses, between 1,500 and 1,700 peak hour trips for warehousing, between 9,000 and 13,000 peak hour trips for office uses, and between 3,800 and 4,400 peak hour trips for research and development centers. A golf course could be estimated to generate 113 to 166 peak hour trips.

Based on the combined as-of-right trip generation estimates for the I and LDI Districts, the roadway capacity would need to accommodate over 25,000 peak hour trips for office development, 12,000 peak hour trips for light industrial or manufacturing uses, 8,500 peak hour trips for research and development uses, or 2,300 peak hour trips for warehousing uses.

As previously mentioned, CR 519 has a capacity of 2,400 vehicles per hour and an existing peak hour volume of 1,050 peak hour trips. All of the permitted uses in the I and LDI Districts would substantially exceed the roadway capacity of CR 519 at full buildout. This would necessitate substantial infrastructure improvements to accommodate the number of peak hour trips for those permitted uses, including roadway widening from two lanes to four lanes and signalized traffic control at several intersections.

***Warren County Light Industrial Site Assessment***

The Warren County Planning Department recently published the Warren County Light Industrial Site Assessment (WCLISA) Final Report, dated September 9, 2020. The purpose of the WCLISA was to understand the potential long-term impact of warehousing and distribution development within Warren County. Fifteen sites within Warren County (outside of the Highlands Preservation Area) were identified as having potential for industrial development, two of which include the Industrial and LDI Low Density Industrial Districts in White Township. The fifteen sites contain over 4,000 acres and have a potential to produce over 45 million square feet of gross floor area for industrial and warehousing development. The WCLISA found that at full buildout these sites would generate a substantial amount of traffic, both from trucks and automobiles, as increased employment and goods movement would be generated to and from these industrial sites.

The study concluded that “Roadway levels of service would deteriorate to unacceptable conditions at most analyzed intersection locations and mainline segments of CR 519, as well as other key intersections throughout the County. In addition, the existing physical configuration at some intersections is challenging for trucks to complete turns without lane or shoulder encroachments, which would be further impacted with an increase in truck traffic in the future.”

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**Township of White**

To mitigate the impacts of the expected increase in traffic that would result from such industrial development, the WCLISA explored a combination of roadway improvements, including roadway widening to add additional travel lanes, additional turning lanes, intersection alignments, signalized intersections, timing adjustments for existing traffic signals, and travel demand management strategies. With regards to White Township, the study found that Route 519 would need to be widened to two lanes in each direction from Route 46 to the Route 646 intersection in Harmony Township with new traffic signals and turning lanes added to many intersections. Even with those mitigation measures, the Route 519 would still only achieve level of service D at full buildout.

The following summarizes the mitigation measures recommended by the WCLISA that would impact White Township:

- Widening of County Route 519 to two lanes in each direction from Route 46 to the Route 646 intersection in Harmony.
- Widening of County Route 620 (Belvidere Road) to two lanes in each direction from Route 519 to the Belvidere municipal boundary.
- Route 46 & Route 519 intersection – widen roadway to provide left turn only lane and through/right turn lane.
- Route 519 & Route 623 (Brass Castle Road) intersection – signalize and add left turn lanes.
- Route 519 & Route 620 (Belvidere Road) intersection – signalize and add two lanes at each approach.
- Route 519 & Foul Rift Road intersection – signalize and add three lanes for double turn lanes.
- Route 519 & Route 626 (Lomasons Glen Road) – signalize and add turning lanes.

### **Recommendations**

Based on the results of the analyses of the Industrial District and the LDI Low Density Industrial District and the WCLISA, the Planning Board finds that these industrial zone districts are inconsistent with the goals and objectives of the 2004 Master Plan. Specifically, the I and LDI Districts in this location are in conflict with Goal 1 of preserving and enhancing the rural character of White Township and Goal 3 of preserving and enhancing the quality of life for White Township Residents. The potential for over 17 million square feet of industrial development would drastically alter the character of the Township and would substantially increase the traffic volume along Route 519.

There are presently only three signalized intersections in White Township, all of which are on State Route 46 at the intersections with State Route 31, County Route 519 and Upper Sarepta Road/Manunkachunk Road. The three traffic signals are all under NJDOT jurisdiction. There are no traffic signals in White Township under Warren County jurisdiction. The half-mile stretch of Route 46 between Sarepta Road and Upper Sarepta Road is the only four lane road in White Township. The Planning Board finds that the widening of Route 519 to a four-lane roadway with multiple signalized intersections would be inconsistent with Master Plan Goal 1, which is to preserve and enhance the rural character of the Township. This would also be inconsistent with Goal 3, Objective 1.d., which is to preserve the general alignment and character of the Township roadways.

Goal 1, Objective 2 calls for the preservation of actively farmed land as well as significant areas of class one and two soils. The vast majority of the undeveloped parcels within the I and LDI Districts are active farmland and contain prime farmland soils, according to the 2005 White Township Natural Resources Inventory. Prime farmland soils have the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and



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Township of White

oilseed crops. They have the soil quality, growing season, and moisture content needed to economically produce sustained high yields of crops when treated and managed according to acceptable farming methods. They are not excessively erodible or saturated with water for a long period of time and do not flood frequently. The Planning Board finds that development of the I and LDI Districts would result in the loss of some of the most valuable farmland in the State, which would be inconsistent with this Master Plan Objective. The Planning Board also finds that the I and LDI Districts are inconsistent with Goal 3, Objectives 1, 2 and 3, which call for the preservation of the rural agricultural character of White Township by encouraging farmland preservation, active agriculture, and open space.

The Planning Board seeks to strike a balance between Goals 1, 2 and 3 of the master plan, which call for the preservation and enhancement of the rural character of the Township while providing for appropriate commercial and industrial development to enhance the economy. The Planning Board previously considered rezoning the LDI and I Zones to R-1 Residential but ultimately found that the proposal did not strike an appropriate balance between Goals, 1, 2, and 3. The Planning Board also found that the proximity to the power plant across the Delaware River in Pennsylvania and the existing non-residential uses in the area make it appropriate for limited industrial development. The Planning Board therefore makes the following recommendations for the area within the current LDI and I Zones based upon further analysis:

**a. Downzone the LDI Low Density Industrial Zone**

The existing LDI District should remain zoned for low density industrial uses. Industrial uses that would have a substantial impact to the rural character of the Township should be eliminated from the list of permitted principal uses. Based on the traffic estimates previously cited, professional and business offices, and warehouse uses would have the most significant impact on the local and regional roadway network. Therefore, it is recommended that those uses not be permitted in the LDI District and be indicated as prohibited uses in Section 160-185 of the Code. Warehouses should only be permitted as an accessory use which is customarily incidental and subordinate to a principal permitted use in the LDI District. Similarly, offices for business or professional use should only be permitted as an accessory use to a principal permitted use in the LDI District, provided that the office not exceed 10 percent of the overall floor area. It is also recommended that a definition be added to the Land Use Code for “Business Establishment, Wholesale” as this term is not defined and could have a broad meaning.

The bulk standards for the LDI District should be significantly reduced to ensure that any future development will be in scale with the rural character of the Township and will not have a substantial impact to the roadway network. It is recommended that the maximum building coverage be reduced from 35 percent to 5 percent, maximum lot coverage should be reduced from 60 percent to 15 percent, and maximum building height should be reduced from 90 feet to a maximum of 40 feet. Additionally, it is recommended that the LDI District implement a maximum floor area ratio of 5 percent. The Planning Board finds that this reduction in building mass strikes an appropriate balance between Goals 1, 2, and 3 of the master plan, by continuing to allow for low density industrial uses in the area while preserving the rural character of the lands and substantially reducing the potential impacts to the roadway network. The primary factor driving the Planning Board to recommend 5 percent FAR is the traffic impacts. At 5 percent, the resulting truck and automobile traffic generated at full buildout would maintain levels consistent with the existing rural character of the Township.

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Township of White

The LDI should also explicitly permit greenhouses as part of customary and conventional farming operations. It appears that greenhouses are currently permitted based on the reference to Sections 160-128A(3) and 160-128B(7), which are the permitted farming operations within the R-1 Residential District. The required conditions for farming operations in the R-1 District are then provided under Section 160-130, which permits greenhouses under Section 160-130A(12). Greenhouses are permitted up to 30 percent total building coverage, including 20 percent for the area wherein crops are actively cultivated and 10 percent for areas devoted to the packaging or processing or shipping of crops or not otherwise devoted to agricultural use. The LDI District should be revised to state that greenhouses are permitted with up to 25 percent total building coverage, including 20 percent for crop production and 5 percent for non-crop production operations, consistent with the overall 5 percent FAR for the LDI District.

**b. Rezone Properties from I to LDI**

The portion of the I Zone south of Belvidere, east and north of Foul Rift Road and west of County Route 620 and Old Phillipsburg-Belvidere Road is recommended to be rezoned to the LDI Zone. The Planning Board finds that there is no distinction between the southerly I Zone and the LDI Zone and recommends that they be treated equitably. Therefore, the Planning Board recommends that the following properties be rezoned from I to LDI: Lots 1, 2, 3, 4, 5, 6, 7, 7.02, 8, 9, 10, 11, 11.01, 11.02, 11.03, 12, 13, 14, and 15 in Block 21; Lots 1 and 2 in Block 25; and Lots 1 in Block 300 (see **Map 11**). The rezoning of the I Zone to the LDI District will increase the required buffer from the existing residential development known as Country View Village from 100 feet under the current I Zone standards to 200 feet under the LDI standards, pursuant to Section 160-186B(1).

**c. Rezone Properties from I to R-1**

The area between Foul Rift Road and the Delaware River is predominantly residential in character. The area between the Delaware River and South Foul Rift Road is already zoned as R-1 while the northern portion along Foul Rift Road is in the I Zone. The Planning Board recommends that the zoning reflect these existing conditions by changing the following parcels from the I Zone to the R-1 Zone: Lots 1, 2, 3, 4, 5, 6, 7, 7.01, 8, 9, 9.02, 9.03, 10, 11, 12, 13, 14, 14.01, and 15 in Block 23; Lots 1, 2, 3, 4, 5, 6, 7, 8 and 9 in Block 24; Lot 1 in Block 24.01; Lots 2, 3, 4, 5, 6 and 7 in Block 26; Lot 3 in Block 200; Lot 1 in Block 201; and Lot 1 in Block 301 (see **Map 11**).

The section of South Bridgeville Road (County Route 519) from Brass Castle Road to Belvidere Road (County Route 620) is one of the most prominent agricultural scenic vistas in Warren County. The introduction of industrial uses into this corridor would substantially impair the scenic quality and agricultural character of the area containing popular tourism destinations. In order to protect these valuable assets, the Planning Board recommends that the lands east of County Route 620 and north of County Route 519 be rezoned from the I Zone to the R-1 Zone. The following properties should be changed from the I Zone to the R-1 Zone: Lots 2, 3, 4, 5, 6, 6.01, 6.02, 7 and 7.01 in Block 30 (see **Map 11**).

**d. Prohibit Warehouse Development within the I District**

The existing I District located north of Belvidere along Manunkachunk Road shall remain zoned for industrial uses. However, industrial uses that would have a substantial impact to the rural character of the

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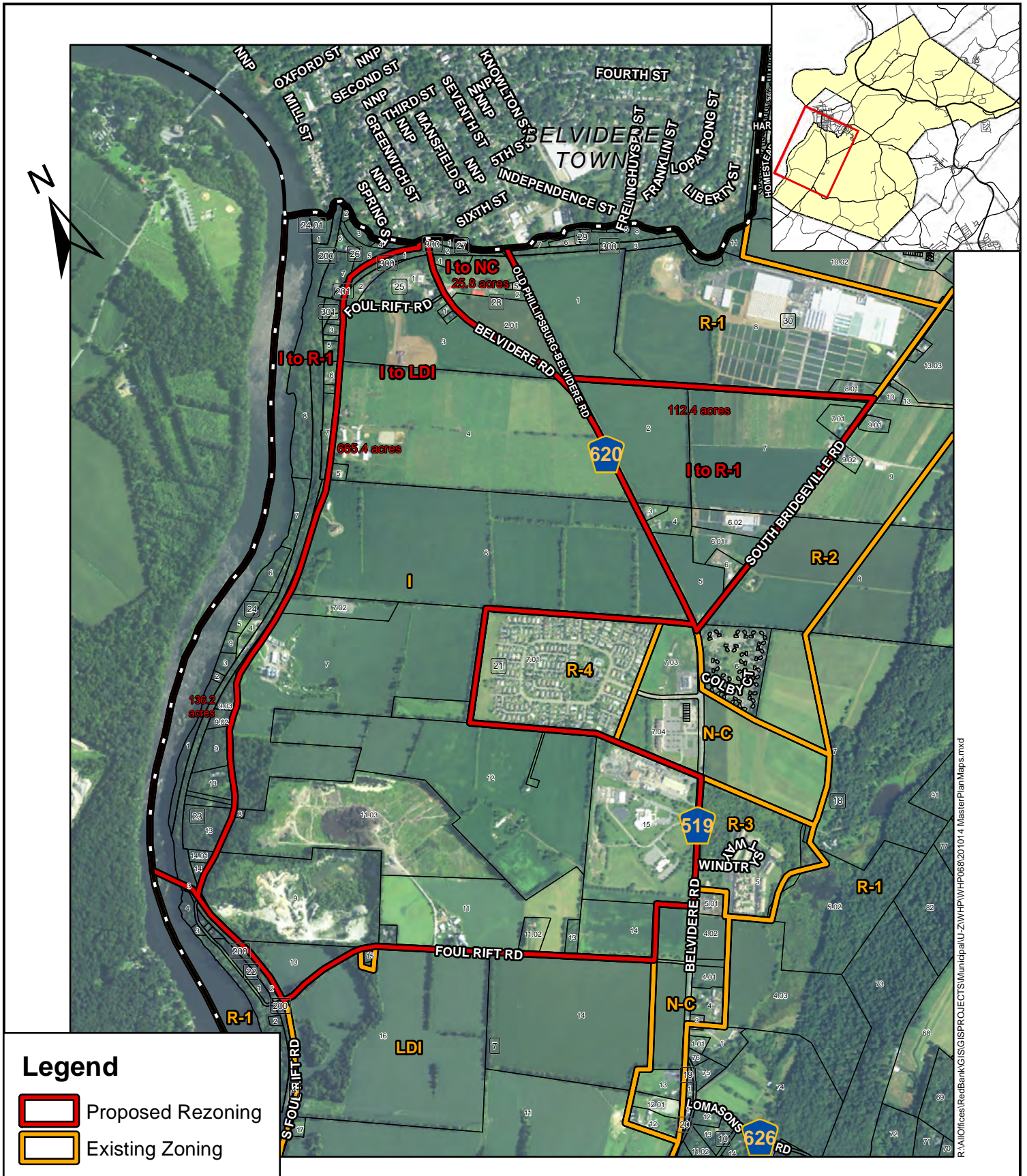
**Township of White**

Township should be eliminated from the list of permitted principal uses. It is recommended that warehouse uses not be permitted in the I District and be indicated as prohibited uses in Section 160-173 of the Code. Warehouses should only be permitted as an accessory use which is customarily incidental and subordinate to a principal permitted use in the I District.

**e. Rezone Properties from I to NC**

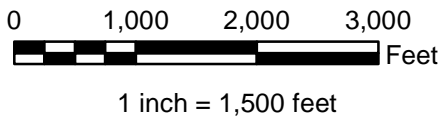
The Planning Board recognizes that the NC Neighborhood Commercial District is being reduced in area due to the recommended rezoning of Lot 7 in Block 18 to the R-1 District. In order to maintain adequate area for future economic development within the Township in furtherance of Goal 2 of the Master Plan, the Planning Board has identified additional lands that are suitable for rezoning to the NC Zone. The area identified is the triangular tract between Belvidere Road (County Route 620), Old Phillipsburg-Belvidere Road, and the Belvidere Town border (See **Map 11**). The tract includes Lots 1, 2, 2.01, 4, and 5 in Block 28, Lot 1 in Block 27 and Lot 2 in Block 300. Lot 2 in Block 28 is currently developed with a nonconforming laundry facility, which would become a permitted use if rezoned to the NC District. Lots 1 and 5 in Block 28 contain single family dwellings, which are also nonconforming uses in the I District. Lots 1, 2 and 5 in Block 28 are within the approved sewer service area. This presents an opportunity for additional development or redevelopment within the proposed NC District, which would also benefit the local residents within Belvidere as it may provide for additional services within walking distance to a moderately dense residential neighborhood. The NC District requires a 40-foot buffer from residential properties, which would mitigate any potential detrimental impacts from future development to Belvidere residents.





**Legend**

- Proposed Rezoning
- Existing Zoning



**Map 11**  
 Rezone I to LDI and R-1  
 Belvidere Rd (CR 519) & Foul Rift Road  
 White Township, Warren County, New Jersey

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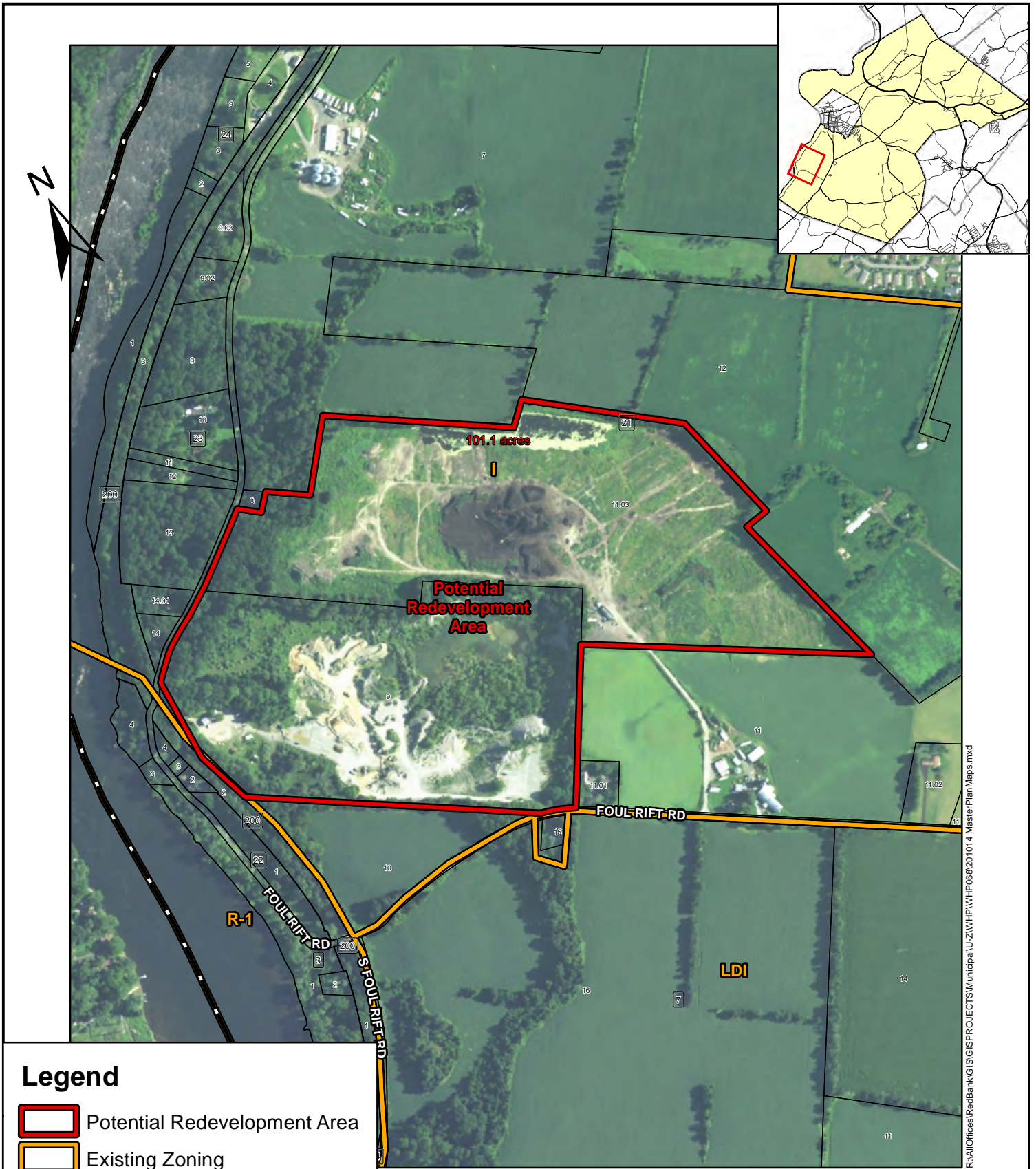
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Township of White**f. Harmony Sand and Gravel and Nature's Choice Redevelopment Investigation**

There are two properties along the north side of Foul Rift Road (within the current I Zone), which may be in need of redevelopment. Harmony Sand & Gravel operates a quarry on the 46-acre parcel known as Lot 9 in Block 21. Nature's Choice previously operated a mulching and composting facility on the 56-acre property known as Lot 11.03 in Block 21. The two parcels adjoin one another (see **Map 12**). The Planning Board is of the understanding that the quarry operation is nearing completion and the quarry will cease operations in the near future, and that the mulching operation has already ceased operations and left the property in an undesirable condition.

The condition of the properties may have a negative impact on the character of the Township as well as the quality of life of the residents (Goals 1 and 3 of the 2004 Master Plan). The Planning Board believes there may be a unique opportunity to redevelop these two properties with low density industrial uses. However, the development potential may be limited due to the existing condition of the properties, requiring extensive site grading. The Planning Board recommends that the Township Committee consider authorizing the investigation of the properties to determine whether it qualifies as an area in need of redevelopment or revitalization, in accordance with the New Jersey Local Redevelopment and Housing Law (N.J.S.A. 40A:12A), and the extent to which the sites could be made suitable for development.

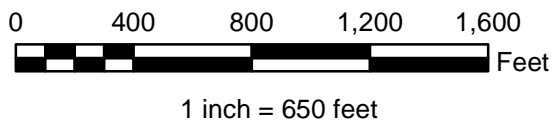




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**Legend**

- Potential Redevelopment Area
- Existing Zoning



**Map 12**  
 Quarry & Mulch Facility  
 Foul Rift Road  
 White Township, Warren County, New Jersey

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Township of White**Impacts of Proposed Rezoning**

As previously discussed, the existing zoning within the I and LDI District in the area south of the Town of Belvidere could result in 17.4 million square feet of industrial floor area. An assessment of the traffic that would be generated by that amount of development was also performed to provide trip generation estimates for the LDI and I District based on the currently permitted uses, including general light industrial, manufacturing, warehousing, office park, and research and development center. The 17.4 million square feet of floor area would be anticipated to generate between 10,000 and 12,000 peak hour trips for light industrial and manufacturing uses, between 2,900 and 3,300 peak hour trips for warehousing, between 17,900 and 25,000 peak hour trips for office uses, and between 3,730 and 8,500 peak hour trips for research and development centers.

The typical capacity for a two-lane roadway (one travel lane in each direction) is approximately 2,400 vehicles per hour (vph) or 1,200 vph per lane of travel. Based on automatic traffic recorder (ATR) data from 2014, Belvidere Road (CR 519) has an average daily traffic (ADT) of 10,498 vehicles or 1,050 peak hour trips (10 percent of the ADT). Based on the as-of-right trip generation estimates for the I and LDI Zones, the roadway capacity would need to accommodate 12,037 peak hour trips for an office development within the Industrial (I) zone and 13,041 peak hour trips for an office development within the Low Density Industrial (LDI) zone.

These trip rates would far exceed the average capacity of 2,400 vehicles per hour, requiring substantial infrastructure improvements to accommodate future development. Potential improvements could be additional travel lanes along CR 519, as well as several signalized intersections, which will change the character of the roadway.

The proposed rezoning as discussed above would substantially reduce the potential traffic impacts to the existing roadway system. The reduction in permitted floor area and the prohibition of warehouses and office parks would have a significant effect of reducing future traffic congestion. Under the proposed zoning scheme, the peak hours trips at full buildout is projected at between 1,800 and 2,900 trips. While these trips at full buildout would eventually exceed the existing roadway capacity, the immediate impacts are greatly reduced.

**Relation to State, County and Adjacent Municipalities**

The MLUL (N.J.S.A. 40:55D-28d) requires municipal master plans to provide a specific policy statement indicating the relationship of the proposed development of the municipality to (1) the master plans of contiguous municipalities, (2) the master plan of the county, (3) the State Development and Redevelopment Plan adopted pursuant to the State Planning Act (N.J.S. 52:18A-196 et seq.) and (4) the county's district solid waste management plan and (5) in the case of a municipality situated within the Highlands Region, the master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan, to the Highlands regional master plan. The White Township Planning Board has reviewed these planning policies to determine whether the proposed rezoning is consistent.

***State Development and Redevelopment Plan***

The State Development and Redevelopment Plan (“SDRP” or “State Plan”) is the guidance document for achieving these goals and objectives and provides the template for intergovernmental coordination. The State Planning Act requires the State Planning Commission to adopt a State Plan every ten years. The current SDRP was adopted in March 2001, which amended the previous plan adopted in 1992. In 2010, the State released a new Draft State

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Township of White

Strategic Plan, which went through public comment and hearing. The Draft Final State Strategic Plan was approved in November 2011 but failed final adoption in 2012. The 2012 State Strategic Plan does not include a map, nor does it include planning area designations, as the 2001 SDRP does. As the 2012 State Strategic Plan was never adopted, the 2001 SDRP remains the current state plan.

The 2001 SDRP established eight policy planning goals to guide development activity in the State, which can be summarized as follows:

- Goal #1: Protect, preserve and develop the valuable human and economic assets in cities, towns and other urban areas. Plan to improve their livability and sustainability by investing public resources in accordance with current plans which are consistent with the provisions of the State Plan.
- Goal #2: Conserve the state's natural resources and systems by promoting ecologically sound development and redevelopment in the Suburban Planning Area and by accommodating environmentally designed development and redevelopment in Centers in the Environmentally Sensitive Planning Area.
- Goal #3: Promote socially and ecologically beneficial economic growth, development and renewal and improve both the quality of life and the standard of living of New Jersey residents, particularly the poor and minorities, through partnerships and collaborative planning with the private sector.
- Goal #4: Promote the development of businesses that provide goods and services that eliminate pollution and toxic emissions or reduce resource depletion.
- Goal #5: Provide infrastructure and related services more efficiently by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in supplying public infrastructure and shared services.
- Goal #6: Provide adequate housing at a reasonable cost through public/private partnerships that create and maintain a broad choice of attractive, affordable, ecologically designed housing, particularly for those most in need.
- Goal #7: Enhance, preserve and use historic, cultural, scenic, open space and recreational assets by collaborative planning, design, investment and management techniques.
- Goal #8: Use the State Plan and the Plan Endorsement process as a guide to achieve comprehensive, coordinated, long-term planning based on capacity analysis and citizen participation; and to integrate planning with investment, program and regulatory land-use decisions at all levels of government and the private sector, in an efficient, effective and equitable manner.

The SDRP established planning areas throughout the State that share common development and environmental characteristics. These planning areas serve as the framework for application of the policies of the State Plan. Each planning area has policy objectives that guide growth. These objectives are intended to guide local and regional planning, to establish a system of Centers, and to encourage livable neighborhoods with a variety of housing types, price ranges and multi-modal forms of transportation, while preserved green space. The five planning areas are as follows:

- **Metropolitan Planning Area: PA1**  
Provide for much of the State's future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities.



## Township of White

- **Suburban Planning Area: PA2**  
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 current trend toward further sprawl; and revitalize cities and towns.
- **Fringe Planning Area: PA3**  
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.
- **Rural Planning Area: PA4 and Rural/Environmentally Sensitive Planning Area: PA4B**  
Maintain the Environs as large contiguous areas of farmland and other lands; revitalize cities and towns; accommodate growth in Centers; promote a viable agricultural industry; protect the character of existing stable communities; and confine programmed sewers and public water services to Centers.
- **Environmentally Sensitive Planning Area: PA5 and Environmentally Sensitive/Barrier Islands Planning Area: PA5B**  
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.

According to the SDRP Policy Map, the I District is completely within the PA4 Rural Planning Area and the LDI District is split between the PA4 Rural and PA4B Rural/Environmentally Sensitive Planning Areas. As discussed above, the primary goals of the PA3 and PA4 Planning Areas include the protection of the Environs as open space and directing substantial growth into centers. The LDI and I Districts are not within any existing or proposed center and contain prime environmental and agricultural assets that should be preserved and protected to the extent possible. Therefore, the Planning Board finds that the recommended downzoning of the intensity of the LDI District would be more consistent with the State Plan than the current zoning.

### ***Warren County Strategic Growth Plan***

The Warren County Planning Board adopted the Warren County Strategic Growth Plan (“WCSGP”) in October 2005. The role of the WCSGP is “to provide policy guidance for local plans, guide future investment in the transportation network, ensure that adequate public facilities exist, and to accommodate growth where it can be best coordinated” (WCSGP, p.1). There are 12 Goals listed in the WCSGP, as follows:

- Goal 1 – Preserve and enhance rural character as well as agricultural, natural, environmental, historic and open space resources and provide incentives to achieve this goal.
- Goal 2 – Focus growth in existing centers and provide financial incentives to local government, school districts and developers to achieve this goal.
- Goal 3 – Protect and enhance water quality and quantity.
- Goal 4 – Maintain and improve the existing transportation system to provide safe and efficient mobility and access.

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**Township of White**

- Goal 5 – Provide safe and efficient alternative modes of transportation to reduce auto dependency.
- Goal 6 – Improve public infrastructure to support existing centers.
- Goal 7 – Encourage desirable development that provides local employment opportunities in existing centers.
- Goal 8 – Increase educational and cultural opportunities.
- Goal 9 – Promote inter-municipal, county and state cooperation.
- Goal 10 – Encourage state legislation to provide localities more control over growth.
- Goal 11 – Ensure that benefits and costs of plan implementation are shared among all residents, landowners and businesses in Warren County.
- Goal 12 – Provide a mix of housing types.

The WCSGP explicitly recommends that municipalities eliminate or substantially reduce commercial and industrial zoning outside of the historic activity centers (WCSGP, p. 80). The LDI and I Districts that are proposed to be rezoned are not within any identified center. The area is substantially rural and undeveloped farmland. The Planning Board finds that the proposed rezoning would be consistent with the goals and recommendations of the WCSGP, most notably Goal 1 of preserving and enhancing the rural character and agricultural, environmental and open space resources.

The Warren County Planning Board also prepared a Transportation Technical Study as part of the WCSGP, which analyzes future traffic conditions for the major roadways throughout Warren County. The study projects that at full buildout based on existing zoning, the County Route 519 would exceed its volume capacity by a factor of greater than 2.0. The study notes that there are large tracts of buildable land that are zoned industrial in White Township surrounding Belvidere Town that are very significant trip generators. The study then analyses future traffic buildout under an alternative center-based zoning scheme. This alternative is based on the rezoning of commercial and industrial lands outside of centers to low density residential, including the LDI and I Zones in White Township. Under this alternative scenario, the future volume of Route 519 south of Belvidere is projected much closer to a 1.0 capacity factor, meaning that the roadway as currently designed should be able to handle the volume.

As previously discussed (see page 29), Warren County recently published the WCLISA study to assess future traffic conditions that would result from the development of fifteen industrially zoned areas within Warren County. The Planning Board is compelled by the conclusions and recommendations of the WCLISA to amend the White Township Master Plan to reduce the potential industrial development which would have severe impacts on the rural character of the Township. The recommended rezoning of the I and LDI Districts will provide for future development that is more in line with the goals and objectives of Warren County.

***Township of Harmony, Warren County, NJ***

The LDI District abuts the Township of Harmony to the south. The Township of Harmony Zoning Map currently shows a triangular-shaped I-1 Industrial District being bounded by Reeder Road to the south, the Buckhorn Creek to the east, the White Township municipal boundary to the north, and South Foul Rift Road to the west. This I-1 District appears to be largely vacant or active farmland, similar to the lands within the LDI District in White Township. The White Township Planning Board finds that the rezoning of the LDI and I Districts would not be inconsistent with the existing character of Harmony Township.

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**Township of White*****Town of Belvidere, Warren County, NJ***

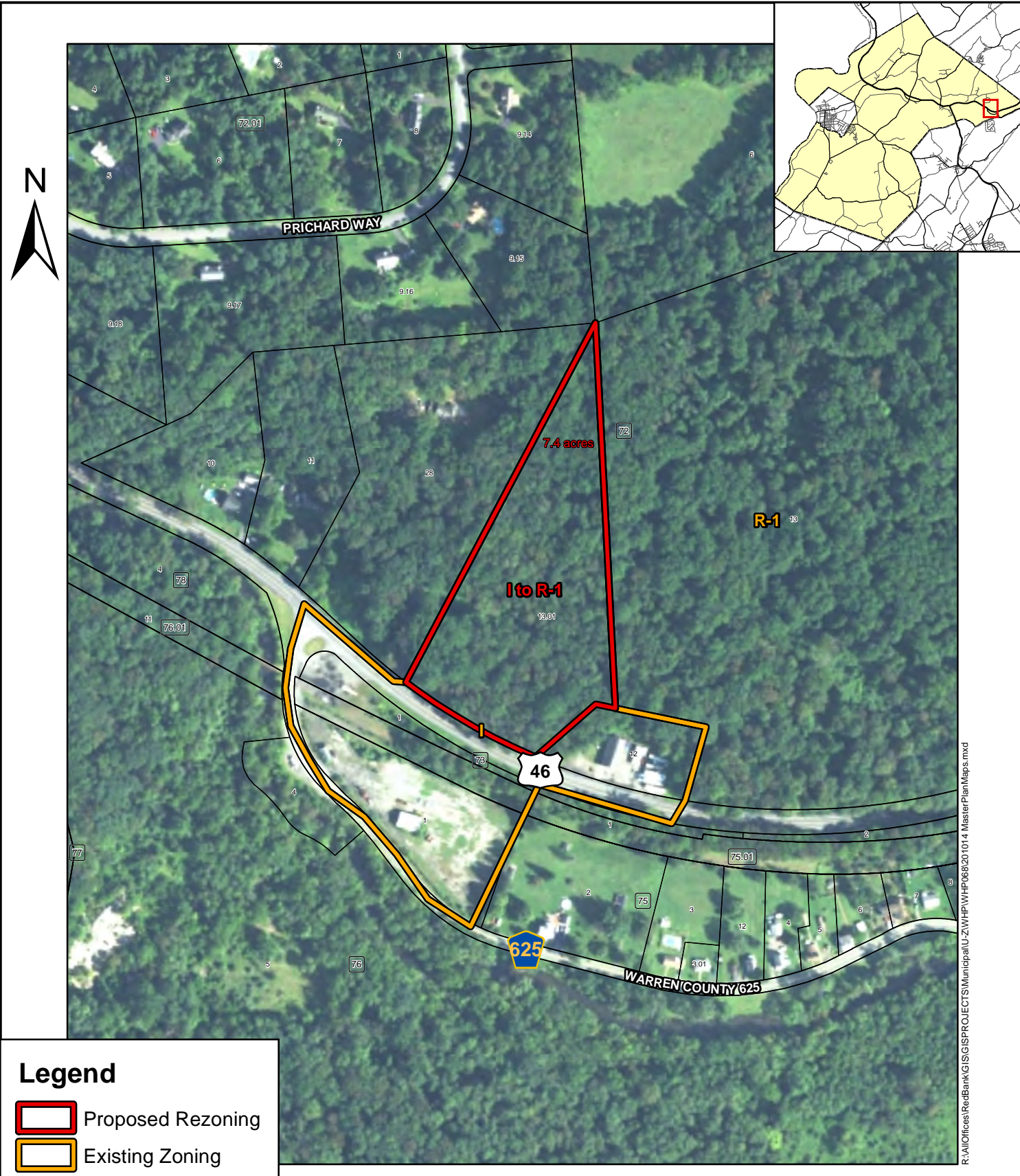
The I District abuts the Town of Belvidere to the north. The Town of Belvidere Zoning Map currently shows that lands along the White Township border in the vicinity of Belvidere Road (Route 620) are primarily zoned R-75 Single Family Residential. The White Township Planning Board finds that the rezoning of the I District to R-1, LDI and NC along the Belvidere border would not be inconsistent with the existing character of the Town of Belvidere.

**10. Rezone Properties from I to R-1**

There is another small Industrial District on the east side of the Township along Route 46 at the intersection with Pequest Furnace Road (County Route 625) (see **Map 13**). This Industrial District is approximately 15.9 acres in area. This Industrial District is situated within the Highlands Preservation Area in this location. There are a few developed parcels in this area and one vacant parcel, known as Lot 13.01 in Block 72.

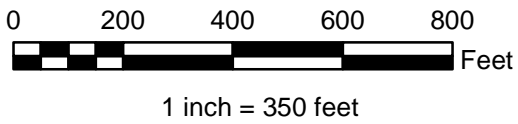
The Planning Board finds that the designation of the vacant portion of the I District on the north side of Route 46 is inconsistent with the Highlands Act and Highlands Regional Master Plan. Therefore, it is recommended that Lot 13.01 in Block 72 be rezoned from I to R-1. This recommended rezoning is consistent with Master Plan Goal 1 to preserve the rural character of the neighborhood.





**Legend**

- Proposed Rezoning
- Existing Zoning



**Map 13**  
 Rezone I to R-1  
 Block 72, Lot 13.01  
 White Township, Warren County, New Jersey



October 2020

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## 11. General Development Plan Ordinance

The Planning Board has received a request to consider recommending the adoption of a General Development Plan (“GDP”) Ordinance that would authorize the Planning Board to grant GDP approvals for nonresidential development projects. The Township’s Ordinances currently only allow GDP’s for age-restricted residential communities (Section 160-135(B) of the Land Use Ordinance). This section of the report reviews the advantages and disadvantages for the municipality to adopt a GDP ordinance.

The MLUL was amended in 1987 to permit developers to seek GDP approval for developments of planned developments on tracts of 100 acres or greater (see P.L. 1987, c. 129, s. 3). A GDP is essentially a broad conceptual plan that establishes the proposed development scheme (including amount of nonresidential floor area, number of residential dwellings, general size and location of buildings, amount of required open space, etc.) for a large tract of land that may be developed incrementally over an extended period of time.

Under the MLUL, a GDP approval gives a developer vested rights to develop the property in accordance with the GDP approval, regardless of subsequent zoning or other ordinance changes, for a period up to 20 years. Comparatively, the MLUL provides that Preliminary and Final Site Plan approval from the Planning Board protects development rights from zoning changes for a period of 2 years (or longer for planned developments greater than 50 acres, or conventional subdivision or site plan greater than 150 acres or greater than 200,000 square feet of floor area), with the right to request 3 one-year extensions. Once a developer secures GDP approval, the development must still obtain Preliminary and Final Site Plan approval from the Planning Board before commencement of construction for any component of the development.

N.J.S.A. 40:55D-45.3 provides that, if the municipality allows for GDPs, any developer of a parcel of land greater than 100 acres in size for which the developed is seeking approval of a planned development must submit a GDP application to the Planning Board prior to the granting of preliminary site plan approval. Similarly, for tracts 100 acres or less, the developer shall submit a GDP application to the Planning Board prior to the granting of preliminary site plan approval if the development consists of not less than 150,000 square feet of nonresidential floor area, not less than 100 residential dwelling units, or combination thereof.

Pursuant to N.J.S.A. 40:55D-39, municipalities are afforded the discretion to adopt a GDP ordinance to provide the Planning Board the authorization to grant GDP approval to provide increased flexibility desirable to promote mutual agreement between the applicant and the Planning Board on the basic scheme of a planned development and setting forth any variations from the ordinance standards for preliminary and final approval. Within a GDP ordinance, the municipality may also permit or require developers to seek GDP for development that does not meet the criteria outline in N.J.S.A. 40:55D-45.3.

Potential benefits of GDP include the long-term comprehensive planning of a large tract rather than piecemeal planning for individual parcels. GDP can also provide greater flexibility in certain design standards to the mutual agreement of the developer and municipality, and also allows for flexibility in phasing and timing of development.

The most significant disadvantage to the municipality under GDP is the increased time limits for the development. Planning for a 20-year horizon can prove to be difficult with uncertainty as to the future economic and market demands of the community.

Township of White

Based on the recommendation to rezone the LDI and I Districts, the Planning Board finds that there is no benefit to the Township in pursuing a GDP ordinance for nonresidential development and does not recommend adopting a GDP ordinance at this time.

## APPENDIX



## Township of White

**Summary of Land Use Recommendations**

Map No.	Recommendation	Affected Parcels	Acres
1	Rezone R-1 to I-2	Block 32, Lot 17	16.9
2	Reject Request to Amend C-C District	Block 54.01, Lot 1	8.3
3	Amend H-D District	Block 62, Lot 6.01	11.4
4	Amend O-B District	Block 54.01, Lot 2	27
5	A&P Redevelopment Investigation	Block 53, Lot 1	11.5
6	Rezone O-B to R-1	Block 54.01, Lots 2.01, 2.02 and 2.04	3.5
7	Rezone H-D to R-1	Block 55, Lot 2	62.2
8	Rezone R-2 to R-1	Block 60, Lots 12 & 12.01; Block 62, Lots 1, 2, 3 & 3.01; Block 64, Lot 2	72.6
9	Rezone R-2 to R-1	Block 18, Lots 7, 8, 9, 9.01, 9.02, 10, 11, 12, 13, 13.01, 13.03, 14	125.7
10	Rezone NC to R-1	Block 18, Lot 7	30
10	Rezone NC to LDI	Block 7, Lot 14; Block 21, Lot 14	17.8
10	Rezone NC to R-1	Block 18, Lots 4.01, 4.02 & 4.03	8
11	Rezone I to R-1	Block 30, Lots 2, 3, 4, 5, 6, 6.01, 6.02, 7, 7.01	112.4
11	Rezone I to R-1	Block 23, Lots 1, 2, 3, 4, 5, 6, 7, 7.01, 8, 9, 9.02, 9.03, 10, 11, 12, 13, 14, 14.01, 15; Block 24, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9; Block 24.01, Lot 1; Block 26, Lots 2, 3, 4, 5, 6, 7; Block 200, Lot 3; Block 201, Lot 1; Block 301, Lot 1	136.2
11	Rezone I to NC	Block 27, Lot 1; Block 28, Lots 1, 2, 2.01, 4, 5; Block 300, Lot 2	25.8
11	Rezone I to LDI	Block 21, Lots 1, 2, 3, 4, 5, 6, 7, 7.02, 8, 9, 10, 11, 11.01, 11.02, 11.03, 12, 13, 14, 15; Block 25, Lots 1 & 2; Block 300, Lot 1	665.4
12	Quarry & Mulch Facility Redevelopment Investigation	Block 21, Lots 9 & 11.03	101.1
13	Rezone I to R-1	Block 72, Lot 13.01	7.4



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## **MEMORANDUM**

**To: Paul Sterbenz, PE, PP**

**From: Maurice Rached, PE, PTOE**

**Date: October 30, 2020**

**Re: White Township Master Plan  
Traffic Assessment  
LDI & I Zone Build Out  
Township of White, Warren County, New Jersey.  
MC Project No. WHP-068**

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A traffic assessment has been prepared by Maser Consulting, Inc., to determine the traffic impacts of residential, warehouse, and retail uses within the Industrial (I) and Low Density Industrial (LDI) zones within White Township, Warren County, New Jersey. The Master Plan Amendment recommends properties within the Industrial Zone (I) to be rezoned to Low Density Industrial (LDI), Neighborhood Commercial (NC), and Residential (R-1). Currently Blocks 21, 23, 24, 24.01, 26, 27, 28, & 30 are located within the Industrial (I) zone, however, it is proposed to rezone Block 21 as Low Density Industrial (LDI). Blocks 23, 24, 24.01, 26, and 30 are proposed to be rezoned as Residential (R-1), and Blocks 27 and 28 are proposed to be rezoned as Neighborhood Commercial (NC). The following is a summary of proposed permitted uses within the aforementioned zones, the vacant and developable properties within each zone, as well as the traffic impacts associated with the residential, warehouse, and retail uses within those zones.

### **Low Density Industrial Zone (LDI)**

#### *Permitted Uses*

- Scientific research laboratories and other experimental testing or research establishment, including applied engineering research such as product development.
- Business establishment, wholesale.
- Assembly, manufacturing and processing of electric, electronic, scientific, photographic (excluding film) and optical instruments and goods, jewelry, clocks, watches, housewares and small hardware, light machinery, ceramic products (excluding structural building materials) and other products and goods of a similar nature.
- Manufacturing of clothing and other textile products, textiles, professional instruments, musical instruments, silverware, toys, tools, hardware and light machinery such as typewriters and office machines, pharmaceuticals and drugs.



- Manufacture and assembly of electronic and light electrical equipment and small electrical appliances and supplies.
- Printing or publishing establishment.
- Manufacture and assembly of building materials, electrical appliances and supplies, electrical items, jewelry, clocks, and watches, musical, professional and scientific instruments, optical goods, silverware, tools and hardware and other similar industrial uses.

### **Neighborhood Commercial (NC)**

#### *Permitted Uses*

- Supermarket (not to exceed 10,000 SF)
- Drugstore
- Barbershop
- Beauty Salon
- Laundromat
- Dry Cleaners
- Liquor Store
- Professional Offices
- Delicatessen
- Bakery
- Butcher
- News Dealer and Tobacco Shops
- Medical and Health Services, excluding Veterinarian Services.

### **Residential (R-1)**

#### *Permitted Uses*

- Single-Family Dwellings
- Agricultural Uses

#### *Bulk Requirements*

As per the Master Plan Amendment recommendations, development shall not exceed 5% floor area ratio in the (LDI) zone, 25% building coverage in the (NC) zone, and 1 unit per 3 acres in the (R-1) zone.

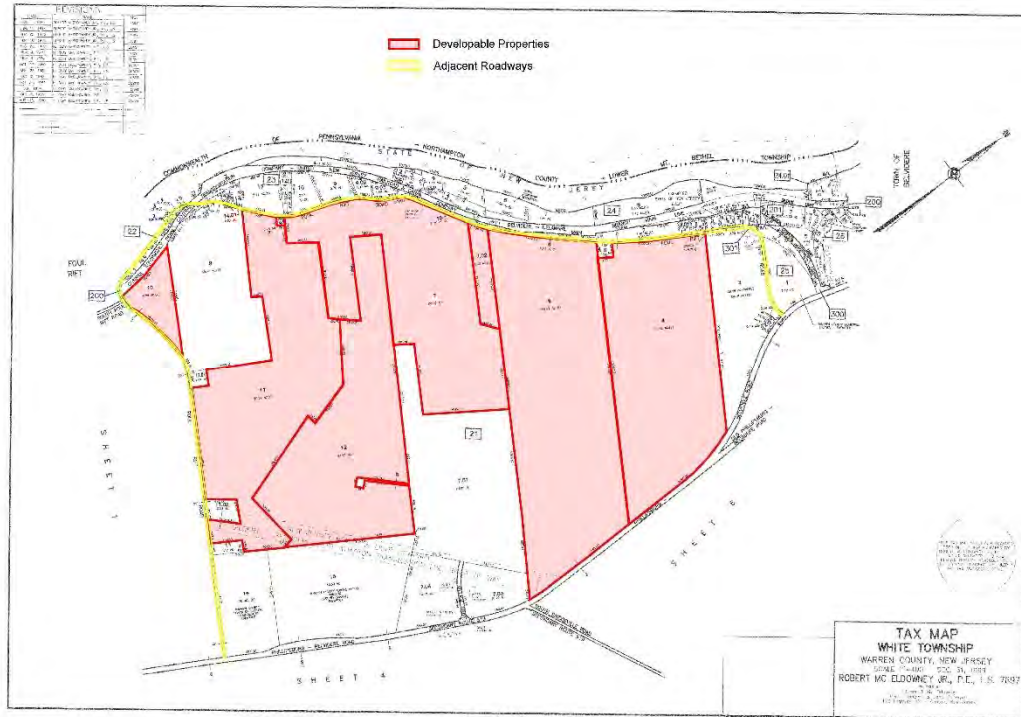




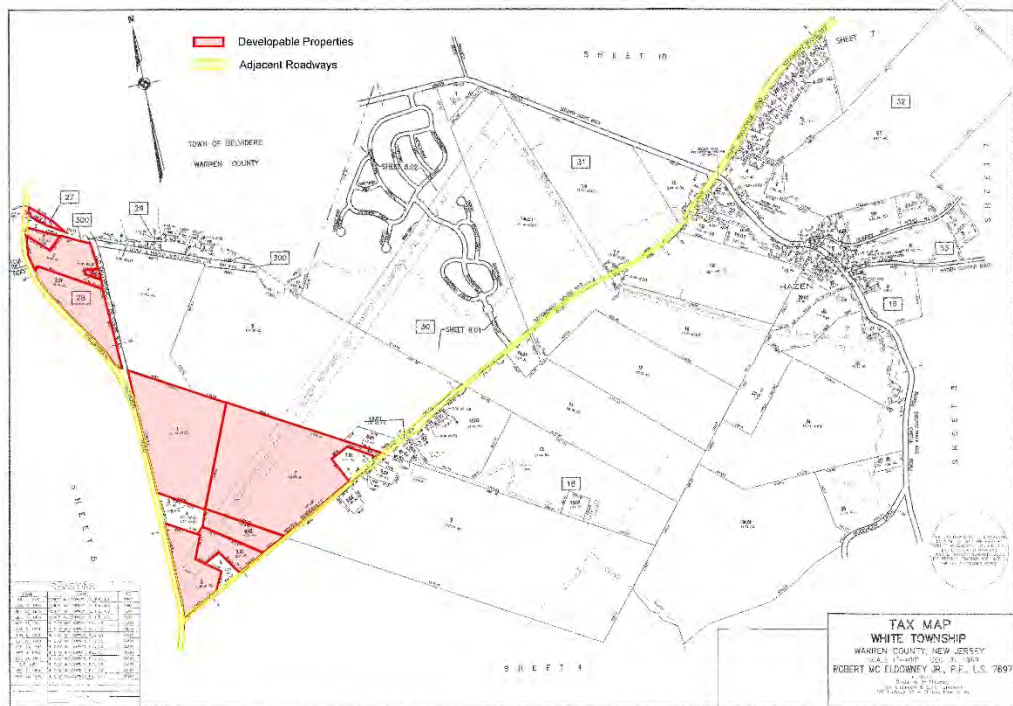
**Table 1 - Vacant and Developable Properties in the I and LDI Zone (5% Buildout)**

BLOCK	LOT	ADDRESS	OWNER	Acres	Existing Zoning	Proposed Zoning	Proposed Buildout	Greenhouse @ 25% FAR
7	2	3259 Cr 519	Cline, Lorraine	22.13	LDI	LDI	48,200 SF	240,998 SF
7	3	Cr 519	Realty Co of PA%Talen Generation LL	94.92	LDI	LDI	206,745 SF	1,033,726 SF
7	4	3271 Cr 519	Realty Co of PA%Talen Generation LL	92.57	LDI	LDI	201,625 SF	1,008,127 SF
7	5	S. Foul Rift Rd	Realty Co of PA%Talen Generation LL	95.47	LDI	LDI	207,933 SF	1,039,666 SF
7	11	Cr 519	Realty Co of PA%Talen Generation LL	131.94	LDI	LDI	287,374 SF	1,436,870 SF
7	14	123 Cr 519	Romani Margaret Est C/O Hayes, S.	70.87	LDI	LDI	154,361 SF	771,803 SF
7	16	39 Foul Rift Rd	Realty Co Of Penn%Real Estate Tw2	96.12	LDI	LDI	209,346 SF	1,046,730 SF
21	4	158 Foul Rift Rd	Van Horn, Lisa	92.55	I	LDI	201,584 SF	1,007,920 SF
21	6	Foul Rift Rd	Hummer, Richard Jr	123.26	I	LDI	268,454 SF	1,342,269 SF
21	7	Foul Rift Rd	Smith, James W & Karen L	85.19	I	LDI	185,552 SF	927,759 SF
21	7.02	Foul Rift Rd	Smith James & Karen	6.47	I	LDI	14,095 SF	70,476 SF
21	10	Foul Rift Rd	Realty Co of PA%Talen Generation LL	9.60	I	LDI	20,903 SF	104,513 SF
21	11	Foul Rift Rd	Postma, Jetske	37.40	I	LDI	81,458 SF	407,289 SF
21	12	158 Foul Rift Rd	Van Horn, Lisa	85.47	I	LDI	186,143 SF	930,715 SF
23	8	157 Foul Rift Rd	Hummer, Richard Jr	0.86	I	R-1	1 unit	
27	1	200 Cr 620	Sama Properties LLC	0.68	I	NC	7,392 SF	
28	1	194 Cr 620	Bachmann, William & Francine	1.50	I	NC	16,369 SF	
28	2	188 Cr 620	Sama Properties LLC	7.85	I	NC	85,512 SF	
28	2.01	140 Cr 620	Sama Properties LLC	10.63	I	NC	115,807 SF	
28	4	19 Old Phillipsburg Rd	Amato, Salvatore	0.13	I	NC	1,395 SF	
28	5	15 Old Phillipsburg Rd	Dec, John P	0.25	I	NC	2,766 SF	
30	2	--	--	29.69	I	R-1	9 units	
30	5	Cr 519	Smith, James W & Karen	9.02	I	R-1	3 units	
30	6.01	231 Cr 519	Nieuwenhuis, Richard E & Gertrude A	5.19	I	R-1	1 unit	
30	6.02	231 Cr 519	Nieuwenhuis, Richard E & Gertrude A	5.43	I	R-1	1 unit	
30	7	Cr 519	Wyckoff, John C & Judy Morris ETALS	46.81	I	R-1	15 units	
TOTAL PROPOSED (LDI)				<b>1043.97</b>	<b>I &amp; LDI</b>	<b>LDI</b>	<b>2,273,772 SF</b>	<b>11,368,862 SF</b>
TOTAL PROPOSED (NC)				<b>21.05</b>	<b>I</b>	<b>NC</b>	<b>229,240 SF</b>	
TOTAL PROPOSED (R-1)				<b>97.01</b>	<b>I</b>	<b>R-1</b>	<b>30 units</b>	

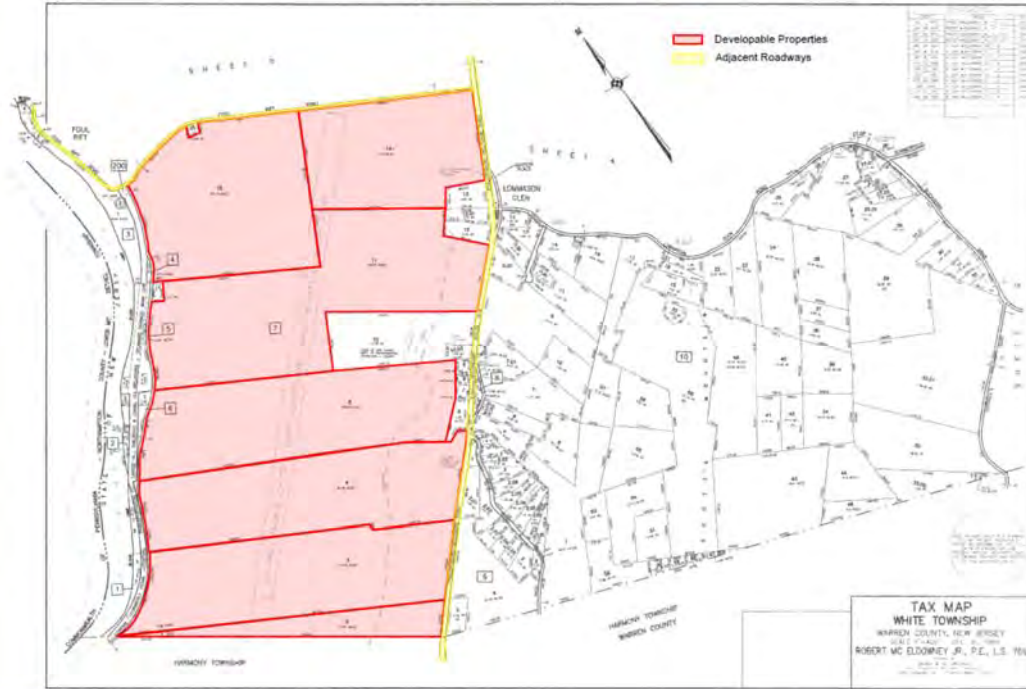
**Figure 1 - Vacant and Developable Properties in the I Zone (Blocks 21 & 23)**



**Figure 2 - Vacant and Developable Properties in the I Zone (Blocks 27, 28, & 30)**



**Figure 3 - Vacant and Developable Properties in the LDI Zone (Block 7)**



*Traffic Impacts*

Based on the recommended zoning changes per the Master Plan Amendment, a maximum of 2,273,772 SF could be developed within the proposed Low Density Industrial (LDI) zone. Trip generation estimates for the as-of-right and proposed uses were made utilizing data published within the Institute of Transportation Engineer’s Publication, *Trip Generation, Tenth Edition*. The following table details the trip generation estimates for the as-of-right and proposed uses.



**Table 4 – Trip Generation Proposed Zoning (5% Buildout)**

Land Use			Size	AM Peak Hour			PM Peak Hour			Weekday		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
As-of-Right	LDI	110 – General Light Industrial	2,273,772 SF	1,401	191	1,592	186	1,246	1,432	5,639	5,639	11,278
		140 – Manufacturing		1,085	325	1,410	472	1,051	1,523	3,672	3,673	7,345
		760 – Research and Development Center		716	239	955	167	947	1,114	11,732	11,733	23,465
		Greenhouse		11,368,362 SF	528	40	568	40	528	568	2,842	2,842
	NC	820 – Shopping Center	229,240 SF	165	101	266	482	522	1,004	5,284	5,285	10,569
	R-1	210 – Single Family Detached Housing	30 Units	6	20	26	20	12	32	171	172	343

\*Greenhouse trip generation based on existing operations of a 400,000 SF greenhouse within White Township\*

As previously mentioned, the aforementioned properties are in the existing Industrial (I) and Low Density Industrial (LDI) zones. The following tables illustrate the trip generation estimates based on the existing zoning.

Based on a previous bulk requirement with a maximum building coverage of 35%, a maximum of 8,358,748 SF could be developed within the Industrial (I) zone, and a maximum of 9,056,592 SF could be developed within the Low Density Industrial (LDI) zone. Trip generation estimates for the as-of-right uses were made utilizing data published within the Institute of Transportation Engineers’ publication, *Trip Generation, Tenth Edition*. **Tables 5 and 6** detail the trip generation estimates for the as-of-right uses. **Table 7** provides a comparison of the trip generation estimates for the as-of-right uses at 35% vs. 5% buildout.

**Table 5 – Trip Generation Industrial (I) Zone (35% Buildout)**

Land Use		Size	AM Peak Hour			PM Peak Hour			Weekday		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
As-of-Right	110 – General Light Industrial	8,358,748 SF	5,149	702	5,851	685	4,581	5,266	20,729	20,730	41,459
	140 - Manufacturing		3,990	1,192	5,182	1,736	3,864	5,600	13,287	13,287	26,574
	150 – Warehousing (General)		1,094	327	1,421	429	1,159	1,588	6,626	6,626	13,252
	750 – Office Park		10,713	1,324	12,037	626	8,318	8,944	34,355	34,355	68,710
	760 – Research and Development Center		2,633	878	3,511	614	3,482	4,096	42,857	42,858	85,715



**Table 6 – Trip Generation Low Density Industrial (LDI) Zone (35% Buildout)**

Land Use		Size	AM Peak Hour			PM Peak Hour			Weekday		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
As-of-Right	110 – General Light Industrial	9,056,592 SF	5,579	761	6,340	742	4,964	5,706	22,460	22,461	44,921
	140 - Manufacturing		4,324	1,291	5,615	1,881	4,187	6,068	14,389	14,390	28,779
	150 – Warehousing (General)		1,186	354	1,540	465	1,256	1,721	7,177	7,178	14,355
	750 – Office Park		11,606	1,435	13,041	679	9,012	9,691	36,896	36,896	73,792
	760 – Research and Development Center		2,853	951	3,804	666	3,772	4,438	46,427	46,427	92,854
	430 – Golf Course	594.03 acres	84	29	113	56	110	166	1,111	1,111	2,222

**Table 7 – Trip Generation Comparison Table for LDI and I Zones (35% vs. 5% Buildout)**

Land Use		Peak Hour Trips, for I Zone (35% Buildout)	Peak Hour Trips for LDI Zone (35% Buildout)	Sum of 35% LDI & I Zone Peak Hour Trips	Peak Hour Trips for LDI & I Zone (5% Buildout)	% Peak Hour Trip Reductions
As-of-Right	110 – General Light Industrial	5851	6340	12,191	1,592	86.9%
	140 – Manufacturing	5,600	6,068	11,668	1,523	
	760 – Research and Development Center	4,096	4,438	8,534	1,114	

As illustrated by the tables above, the trip generation for the as-of-right uses based on a maximum building coverage of 35% versus 5% are significantly higher. As illustrated in **Table 7**, peak hour trips will be reduced by approximately 86.9% for a maximum of 5% building coverage versus 35% building coverage for all of the listed as-of-right uses.

**Roadway Capacity**

Belvidere Road (CR 519) is a rural minor arterial under Warren County jurisdiction with a general north-south orientation. The roadway provides one travel lane in each direction with a posted speed limit of 50 MPH. The typical capacity for a two-lane roadway (one travel lane in each direction) is approximately 2,400 vehicles per hour (vph) or 1,200 vph per lane of travel. Based on automatic traffic recorder (ATR) data from 2014, Belvidere Road (CR 519) has an average daily traffic (ADT) of 10,498 vehicles or 1,050 peak hour trips (10% of the ADT).



Based on the *Warren County Light Industrial Site Assessment Presentation*, mitigation measures were presented within White Township on October 27, 2020. Per the presentation, it was determined significant infrastructure improvements would be required to accommodate future development. With the proposed reduction in building coverage from 35% to 5%, the need for substantial infrastructure improvements is reduced.

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ZONING DISTRICTS	
R-1	DETACHED SINGLE-FAMILY RESIDENCE DISTRICT
R-1B	SINGLE-FAMILY AND ARC DISTRICT
R-2	SINGLE-FAMILY DETACHED RESIDENCE DISTRICT
R-3	GARDEN APARTMENT DISTRICT
R-4	MOBILE HOME DISTRICT
N-C	NEIGHBORHOOD COMMERCIAL DISTRICT
C-C	COMMUNITY COMMERCIAL DISTRICT
H-D	HIGHWAY DEVELOPMENT DISTRICT
O-B	OFFICE BUILDING DISTRICT
I	INDUSTRIAL DISTRICT
IL	LIGHT INDUSTRIAL DISTRICT
I-2	INDUSTRIAL-QUARRY DISTRICT
LDI	LOW DENSITY INDUSTRIAL DISTRICT
SR	SOIL REMOVAL AND SURFACE MINING DISTRICT AS AN OVERLAY DISTRICT (SEE § 71-88.4.)

# ZONING MAP

APRIL 22, 2002  
 REVISED FEBRUARY 26, 2004  
 REVISED MAY 12, 2004  
 AMENDED AUGUST 9, 2007  
 REVISED FEBRUARY 18, 2010  
 REVISED MAY 30, 2019  
 REVISED FEBRUARY 13, 2020  
 REVISED MARCH 12, 2020

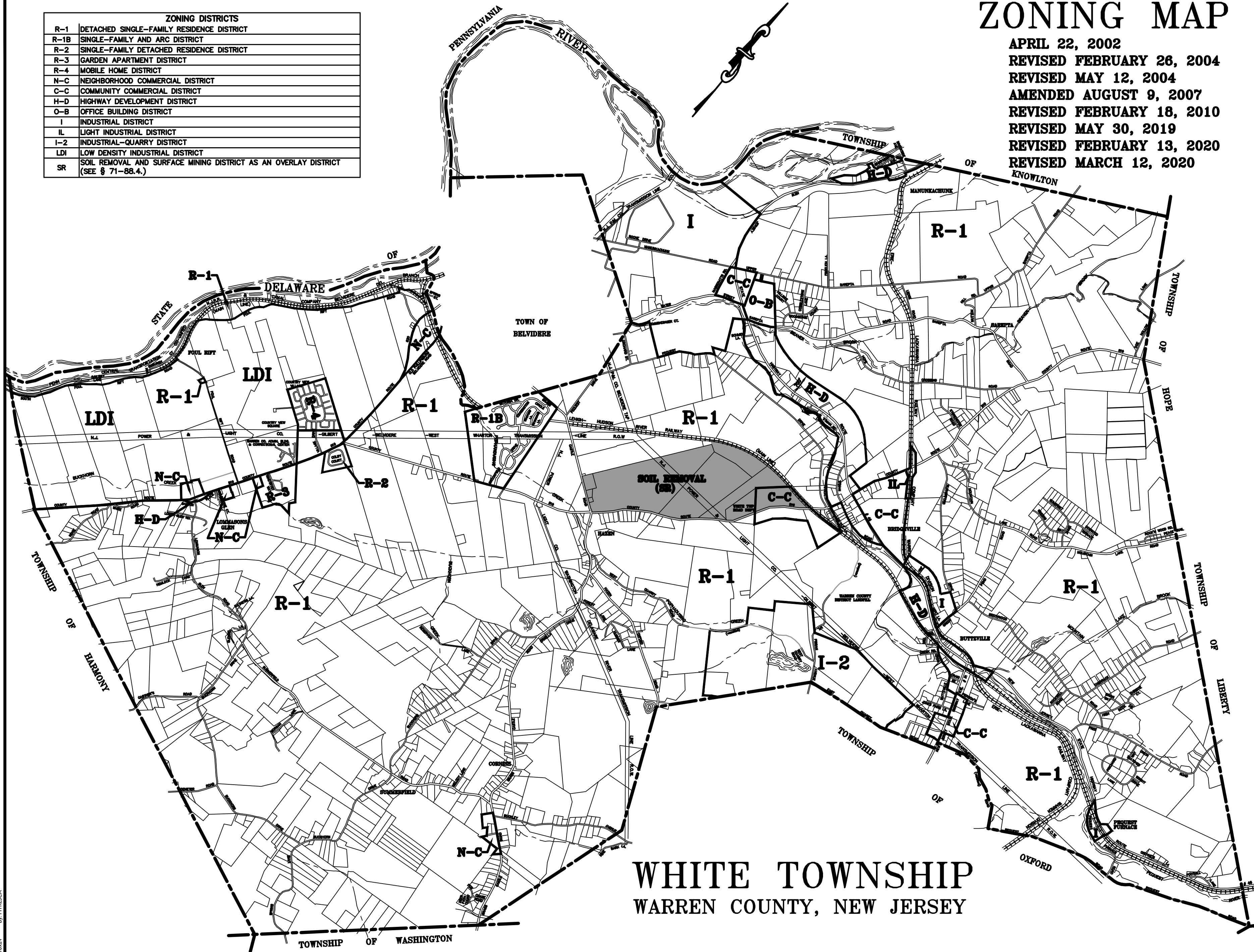


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## WHITE TOWNSHIP WARREN COUNTY, NEW JERSEY

REV	DATE	DRAWN BY	DESCRIPTION


ZONING MAP  
 FOR  
 WHITE TOWNSHIP  
 TOWNSHIP OF WHITE  
 WARREN COUNTY  
 NEW JERSEY

CLINTON OFFICE  
 Shelbourne at Hunterdon  
 53 Frontage Road  
 Suite 110  
 Hampton, NJ 08827  
 Phone: 908.238.0900  
 Fax: 908.238.0901

SCALE: AS SHOWN	DATE: 05/30/2019	DRAWN BY: MJT	CHECKED BY: PMS
PROJECT NUMBER: WHT001	DRAWING NAME: C-ZONE		

SHEET TITLE:  
 ZONING MAP

SHEET NUMBER:  
 1 of 1



BASE MAP PREPARED BY: H. CLAY McELDMONEY, P.E., L.S. - MUNICIPAL ENGINEER  
 STUDER AND McELDMONEY, P.A., CLINTON, NEW JERSEY

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